

Main Statistics compared for six years

I.—All Indian railways (Classes I, II and III).

COMPLIMEN

Items.	1938-39. (Pre-war)	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.
Gross earnings . . . (crores) Rs. .	107.15	111.50	126.36	144.69	*167.89	198.80
Total Working expenses . . (crores) Rs. .	71.18	72.20	73.19	80.33	86.52	113.86
Operating ratio . . . per cent. .	66.44	64.75	57.92	55.51	*51.53	57.28
Number of passengers originating (millions) .	530.62	529.67	575.72	623.16	*622.26	789.30
Passenger miles . . . (millions) .	18,742.79	18,522.05	19,928.62	22,020.11	*24,352.76	32,483.45
Earnings from carriage of passengers (crores) Rs. .	30.73	30.47	34.14	39.69	48.80	67.11
Average earnings per passenger mile Pies .	3.15	3.16	3.29	3.46	*3.85	3.97
Freight tons originating . . (millions) .	88.36	92.18	92.78	97.00	*95.26	95.88
Freight ton miles . . . (millions) .	22,158.84	23,492.46	25,288.50	28,043.12	28,106.50	28,360.58
Earnings from carriage of goods (crores) Rs. .	68.57	72.56	81.48	89.63	97.21	102.82
Average earnings per freight ton mile Pies .	5.98	5.93	6.19	6.14	6.64	6.96
Total train miles . . . (millions) .	197.04	198.84	200.90	205.45	*176.82	172.58
Gross earnings per train mile . . Rs. .	5.40	5.64	6.33	7.10	*9.49	11.52
Working expenses per train mile . . Rs. .	3.58	3.65	3.66	3.93	*4.89	6.60
Net earnings per train mile . . Rs. .	1.82	1.99	2.67	3.17	*4.60	4.92
Net earnings per mean mile worked . . Rs. .	8,619	9,427	12,746	15,578	*19,811	20,741

* Revised figures.

II.—State-owned railway systems.

(The figures include statistics of worked lines of State-owned railways but exclude State-owned portions worked by the Jodhpur and His Exalted Highness the Nizam's State Railways).

Items.	1938-39 (Pre-war)	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.
Gross earnings . . . (crores) Rs. .	99.07	103.02	117.23	134.68	155.74	184.69
Total Working expenses . . (crores) Rs. .	66.38	67.22	68.13	75.12	80.57	107.03
Operating ratio . . . Per cent. .	67.00	65.25	58.12	55.78	51.73	57.98
Number of passengers originating (millions) .	477.97	477.13	519.65	563.70	556.89	705.11
Passenger miles . . . (millions) .	17,203.85	16,989.60	18,282.06	20,219.60	*22,256.10	29,698.15
Earnings from carriage of passengers (crores) Rs. .	27.89	27.65	30.99	36.21	44.51	61.26
Average earnings per passenger mile Pies .	3.11	3.12	3.25	3.44	*3.84	3.96
Freight tons originating . . (millions) .	80.56	84.15	85.26	88.64	86.01	87.21
Freight ton miles . . . (millions) .	21,160.56	22,397.66	24,201.63	26,821.49	26,785.35	27,125.60
Earnings from carriage of goods (crores) Rs. .	63.95	67.55	78.26	6.01	90.64	95.07
Average earnings per freight ton mile Pies .	5.80	5.79	6.05	6.01	6.50	6.80
Total train miles . . . (millions) .	179.05	180.44	182.56	187.11	160.04	155.58
Gross earnings per train mile . . Rs. .	5.51	5.71	6.42	7.20	*9.73	11.79
Working expenses per train mile . . Rs. .	3.69	3.73	3.73	4.02	5.03	6.84
Net earnings per train mile . . Rs. .	1.82	1.98	2.69	3.18	4.70	4.95
Net earnings per mean mile worked . . Rs. .	9,613	10,577	14,524	17,741	22,624	23,443

* Revised figures.

INTRODUCTORY NOTE

1. The Railway Board's annual report on Indian Railways is prepared for the financial year, *i.e.*, from 1st April of one year to the 31st March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working such as general administration, financial results, improvements in, and additions to, rolling stock, commercial and operating methods, recruiting, training and welfare of staff and facilities provided for the convenience of the travelling public.

Volume II contains financial and statistical summaries and statements covering the main heads of capital and revenue accounts and the complete range of railway working.

2. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

- (a) One *lakh* equals one hundred thousand.
- (b) One *crore* equals one hundred lakhs.
- (c) One *anna* equals 1/16th of a rupee.
- (d) One *pie* equals 1/12th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

3. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

A detailed list of the railways in each class will be found in Statement 5 (pages 43 to 47) of Volume II of this Report.

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CHAPTER I

GENERAL REVIEW

1. Monsoon conditions and agricultural results.—The monsoon of 1943 arrived somewhat earlier than usual and though generally weak at the outset, it gave, on the whole, well-distributed rain over the country. The rainfall was, however, deficient in Sind, Baluchistan and South-east Peninsula, particularly in the first two areas, but was locally heavy in July, causing floods in parts of South-west Bengal, Kathiawar and in Ajmer-Merwara. During the retreating period of monsoon, there was abundant rain in the Peninsula and central parts of the country during October, but the weather during the next two months was drier than usual. Taking the year as a whole, the rainfall was generally within 20 per cent. of the normal except in Sind and Baluchistan where it was defective and in South-east Madras where it was in excess.

From the agricultural aspect, the season may, on the whole, be regarded as fairly good. The variations in the average yield of the main crops are as indicated below :—

Increases—

Rice 23 per cent. greater than the preceding season's crop.

Groundnut 16 per cent.
Sugarcane 12 per cent.
Cotton 8 per cent. } better than in 1942-43.

Linseed. (1942-43 crop) about 14 per cent. above the yield of 1941-42.

Wheat. (1942-43 crop) 9 per cent. above the yield of 1941-42.

Decreases—

Jute.—23 per cent. less than the preceding season's crop mainly brought about by decreased sowings by 22 per cent. as compared with the preceding year.

Castor seed.—26 per cent. less than in 1942-43.

Sesamum.—0·4 per cent. less than in 1942-43.

Rape and Mustard. } about 2 per cent. less than in the preceding season.
(1942-43 crop).

2. Receipts.—With the continued stimulus provided by war conditions, railway earnings for the year 1943-44 soared still higher and established a new record. The gross traffic receipts of State-owned railways including worked lines amounted to Rs. 185·43 crores, as compared with Rs. 155·48 crores in the previous year, an increase of Rs. 29·95 crores. After meeting all charges including depreciation and interest on capital-at-charge, the year's working resulted in a gain of Rs. 50·84 crores. Out of this surplus Rs. 37·64 crores were placed to the credit of the general revenues of the Central Government and the residue viz., Rs. 13·20 crores was transferred to the Railway Reserve Fund.

A comparison of the results of all Indian Railways with 1942-43 shows that the total traffic handled was greater during 1943-44, both under 'passenger' and 'goods'. The total earnings were substantially greater under both the heads, due chiefly to traffic travelling over longer distances, increased military traffic and a further shift of the centre of gravity towards higher rated goods traffic. These large increases have occurred in spite of the reduced passenger services, the publicity campaign against unnecessary travel and a deliberate curtailment of non-essential goods traffic. The actual figures of the units referred to above, compare with the previous year as follows :—

Items.	1942-43.	1943-44.	Percentage variation.
Number of passengers carried (millions)	622·3	789·3	+26·8
Passenger miles (millions)	*24,353	32,433	+33·4
Earnings from passengers (crores)	48·80	67·11	+37·5
Average rate charged per passenger per mile	*3·85	3·97	+3·12
Average miles a passenger was carried	*39·1	41·2	+5·37
Freight tons carried (millions)	95·3	95·9	+0·63
Net ton miles (millions)	28,107	28,361	+0·90
Earnings from goods carried (crores)	97·21	102·82	+5·77
Average rate charged per ton per mile	6·61	6·96	+4·82
Average miles a ton of goods was carried	295·1	295·8	+0·24

*Revised figures.

3. Railways and the Legislature.—Out of a total number of 2,418 questions asked in both the Houses during the year, 440 or 18 per cent. were answered by the Railway Department.

In addition to these questions a resolution on the subject of Manufacture of Broad Gauge Locomotives was also discussed and adopted.

4. Railway Budget.—The Railway Budget for 1944-45, after the usual scrutiny by the Standing Finance Committee for Railways, was presented to both the Houses of the Legislature on the 16th

February 1944. The general discussion thereon took place in the Legislative Assembly on the 21st and in the Council of State on the 23rd February. The voting on demands for grants occupied three days from the 24th to the 26th February.

During the general discussion on the budget, many subjects came under review, the principal one being the proposal for the enhancement of passenger fares by 25 per cent. The more important of the other subjects discussed were the policy regarding the supply of food grains at cheap prices to railwaymen, the transport facilities for distribution of food stuffs, the amenities for lower class travellers, the curtailment of passenger services, the overcrowding in trains, the shortage of lights in carriages and other discomforts of travel, the abolition of the lower gazetted service, the extension of provident fund benefits to lower categories of railwaymen, the development of the locomotive and other railway industries in India, the railways' contribution to general revenues and the additional appropriation to the Depreciation Reserve Fund to provide for extra wear and tear during the war.

A cut of Rupees 10 crores from the demand under the head "Appropriation to Reserve" was moved to oppose the proposal for the enhancement of passenger fares and was adopted. There were eight motions for token cuts; one was ruled out of order, four were negatived and three were adopted. Those which were negatived were intended to discuss the policy and working of the Railway Board, the financial position of railways with special reference to post-war developments, the representation of scheduled castes in railway services and the grant of more dearness allowance to railway workers. The motions that were adopted related to the extension of the provident fund benefits to all railway employees, the policy of granting extensions of service to superannuated personnel and the curtailment of passenger trains.

5. Standing Finance Committee for Railways.—The Committee met twelve times during the year. They scrutinised the proposals for the Capital and Revenue expenditure to be incurred during 1944-45 and examined the demands for grants for that year prior to their being placed before the Legislative Assembly. Matters relating to the provision of railway grainshops and the abolition of the Lower Gazetted Service were discussed in great detail in more than one meeting. In addition, the following important subjects were discussed and approved by the Committee:—

(i) Rail developments to increase line capacity including doubling projects in the East of India and on the East Indian and Bengal Nagpur Railways.

(ii) Purchase of the Dhond-Baramati and Jacobabad-Kashmor Railways and the premature termination of the contracts of the Madras & Southern Mahratta and South Indian Railways.

(iii) Advance purchase of sleepers and timber required for railways during 1944 before obtaining the administrative approval of the competent authority to the works concerned.

(iv) Advance allotment for general purposes stores sanctioned in excess of 66% limit.

(v) Use of lease-lend motor vehicles by running road services to relieve congestion on railways.

6. Acquisition of Company Railways by State.

6.1 Purchase of Guzerat, Dhond Baramati and Jacobabad-Kashmor Railways.—According to the Government's decision mentioned in the last year's report, the contract of the Guzerat Railways terminated on 31-3-1944. During the current year Government also decided to buy, with effect from 1-10-1944, Dhond Baramati Railway, a rebate-aided narrow gauge line, 27½ miles in length, worked by the Great Indian Peninsula Railway, and with effect from 1-4-1945, Jacobabad-Kashmor Railway, another rebate-aided narrow gauge line, 76½ miles in length, in Upper Sind worked by the North Western Railway.

6.2 Termination of the Madras & Southern Mahratta and South Indian Railway Companies' Contracts.—These railways, which are State-owned, were being managed by the companies under contracts with the Secretary of State terminable on the 31st December 1945. These contracts were terminated prematurely and it was decided to bring them under State management on the 1st April, 1944.

7. Central Advisory Council for Railways.—Three meetings of the Central Advisory Council for Railways were held during the year. The following subjects were discussed:—

(i) Nomination of members of the Central Advisory Council for Railways to the Local Advisory Committees.

(ii) Dismantlement of branch lines for war purposes.

(iii) Over-crowding in trains and transport position in the country with particular reference to railways.

8. Local Railway Advisory Committees.—Meetings of the Local Advisory Committees continued as usual during the year under review and members were kept informed of matters affecting the public and the various problems confronting Railways. 70 meetings were held during the year as compared with 68 during the previous year; these were well-attended and their recommendations were given effect to as far as was possible.

Among the important subjects discussed at these meetings, the following may be mentioned:—

1. Bribery and corruption among railway staff;
2. Proposed cancellation of the break of journey facilities;
3. Reservation of berths;
4. Luggage restrictions;

5. Curtailment of train services and overcrowding ;
6. Thefts of fittings from railway carriages ;
7. Shortage of small change ;
8. Catering contracts ;
9. Ticketless travel ;
10. Delay in settlement of claims ;
11. Amenities to travelling public—provision of fans in Intermediate and III class carriages ; and
12. Supply of wagons.

9. Railway Rates Advisory Committee.—Khwaja Sir Mohamed Noor, C.B.E., continued as President. The year witnessed the death of Diwan Bahadur P. C. Bose, who was the Railway Member and Secretary of the Committee from the 1st December 1936. The Government have decided to keep the post of Railway Member and Secretary unfilled for the present.

10. Railways and the War.—The progressive expansion of India as a major base for operations against Japan during the year under review resulted in greatly increased demands for movements by rail, both military and civil. The strain on railways increased to an extent that taxed all their resources, and the creation of the South-East Asia Command resulted in it being necessary to plan for even heavier rail movements in the future. It was necessary to take in hand projects for increasing the capacity of certain lines and to make arrangements to utilise indigenous productive capacity for rolling stock to the utmost. To meet the growing military demands it was also necessary to make arrangements with the United Kingdom and the United States of America to supply locomotives and wagons in appreciable numbers.

The increased demand for coal by all consumers made it essential to consider all possible steps to increase production, and until the schemes undertaken in this connection could be completed, it was necessary to introduce every possible measure to effect fuel economy.

The intensification of all forms of railway working made it essential to have more supervision, especially in officers' grades, and efforts were accordingly made to obtain the release of officers from the armed forces and other departments of Government. About one hundred railway officers were released for civil employment on their parent railways from the armed forces and ten from civil departments. This, however, still left approximately 150 railway officers on deputation. The offer of American supervision for a portion of the metre gauge section of the Bengal and Assam Railway was gratefully accepted and was of considerable assistance in carrying the heavy load over the section. On the whole, there was some deterioration in meeting civilian needs for rail transport as it was unavoidable that, with capacity overtaxed, military needs should get priority.

11. Damages caused to the Railways by Floods and Cyclones.—Damages were caused by floods and cyclones with resultant interruptions to traffic on almost all the important railway lines in India, during the year under review.

Owing to heavy rains during the varying periods in July, August and September, severe damages to tracks, bridges and buildings were caused to the Railways in the Central and Western India, while cyclones during late July and early August did material damage to the Coastal lines of the Bengal Nagpur Railway. The South Indian and Madras and South Mahratta Railways were also seriously affected by cyclones which visited South India first in May and then in October. The total cost of the damages to Railway property amounted to over Rs. 3 lakhs on the South Indian Railway ; on the Madras and Southern Mahratta Railway, a goods train ran into a breach, in May, resulting in considerable damage to rolling stock and a cloud burst which occurred in July caused a passenger train to capsize resulting in the loss of 22 lives. The less severely affected Railways were only the Bengal and Assam, Great Indian Peninsula, Oudh and Tirhut, H. E. H. the Nizam's State and the Mysore State Railways.

The most serious occurrence of all was the disastrous floods of the Damodar River which, on the 17th of July, burst its protective bund and having elected to revert to one of its age-old courses, breached both the Main and the Howrah-Burdwan Chord lines of the East Indian Railway, thereby severing the vital connections and the trunk routes from the rest of India to Calcutta. Traffic had, therefore, to be diverted over the remaining single line sections and foreign railways and over ill-equipped routes, in order to maintain the flow of foodgrains from the Punjab and other distant provinces into Bengal and the movement of essential war supplies to Assam, through the Bengal and Assam Railway, this dislocation of communication having occurred at a time when the Bengal Famine and the situation in Assam required the movement of food products and war materials more intensively than ever before. The situation was managed in a very skilful manner with the prompt aid and co-operation of not only the contiguous railways but also by the able guidance of the War Transport, Supply and other Departments concerned, of the Government of India. Side by side, the work of restoration was also carried out with a force of about 6,000 men working day and night under the supervision of a band of Engineers and Inspectors. The traffic over the Main line was resumed on 8th October after building up a series of pile bridges and over the Howrah-Burdwan Chord on 15th November, by providing temporary girder bridges. The restoration of the track to its permanent condition and the construction of additional water-ways also followed immediately and was completed by the 15th of May, 1944. The transportation of the materials required for this work entailed the use of approximately 25,000 wagons and the tax on the already overburdened resources of the railway in the matter of extra trains, power and staff was phenomenal.

In addition to this, the East Indian Railway also suffered from floods on the Grand Chord at several places in Gomoh area in July, on the Dehra Dun and Rikhiakesh branches in August and near Benares in September.

12. Air Raid Precautions on Railways.—General.—During the year under review, Railway Administrations found no difficulty in getting the necessary number of volunteers for Air Raid Precautions work from among the railway staff. All Air Raid Precautions Services were fully manned by trained personnel. All demands for Air Raid Precaution equipment, particularly those required by the fire-fighting services were fully met. During air raids on Calcutta and other places in the forward areas, the Railway Air Raid Precautions Services stood the test well and it was realised that the excellent morale of the railwaymen was in no small measure due to the confidence they had in the Air Raid Precautions Services.

With the concurrence of the General Head Quarters (India) and the Defence Department, lighting restrictions were relaxed at a number of important railway stations, marshalling yards, etc. in the threatened area in order to facilitate quick handling of goods wagons in the yards, and of parcels and ticket checking on station platforms under certain conditions stipulated by the Army and the Defence Department.

Revision of policy.—At the beginning of winter 1943, on an appreciation of the war situation given by the General Staff, the Defence Department decided that, in view of the improved general war situation and the almost complete disappearance of the menace from the air in the WEST, full Air Raid Precautions/Civil Defence measures need be retained only in certain portions of the country. These portions, known as the RED AREA were confined mainly to the eastern part of the country. Railways maintained full Air Raid Precautions measures throughout the Red Area.

In the Red Areas there are certain obviously attractive targets and these are known as BLACK SPOTS. At these places and at all important railway workshops, Railways continued to take intensive Air Raid Precautions measures as advised from time to time by the Labour and Defence Departments.

Besides the above, Railways in the Non-Red Area have retained their fire fighting, casualty and resene services in certain important coastal areas.

13. Creation of additional posts.—The progress of the war gave rise to a great many new problems and abnormal activities which necessitated special organizations and the creation of a number of additional posts. In the first place, the personnel on the Railway Board had to be strengthened by an additional Member's post held in abeyance since 1932 and other posts in connection with post-war reconstruction and the increased responsibilities of the Railway Department as a whole. A Controller of Imported Railway Stores was also appointed to canalise procurement and co-ordinate arrangements for shipping. Planning Officers in connection with operational movements had also to be appointed. On Railways the expanding grain shop organization necessitated the creation of a number of posts for this purpose and the installation of wireless communication called for other special officers.

14. Post War Reconstruction.—It was on the 17th of February 1944 when H. E. the Viceroy in his address to the Legislature said :—

“ Our great aim must be to plan for economic and social development so as to raise our standards of living and general welfare. We must lift the poor man of India from poverty to security ; from ill-health to vigour ; from ignorance to understanding, and our rate of progress must no longer be at bullock-cart standard, but at least at the pace of the handy and serviceable jeep.”

In order to implement the above aim, post-war planning is being done in all departments of the Government of India and by the various Provincial Governments. Until these development plans mature, it is not possible for the Railway Department to estimate even approximately the extent of the improvements, extensions and general development which would be needed on railways to keep pace with other post-war schemes.

But railways cannot wait either, and a rough plan for post-war reconstruction has been made out on a basis, sufficiently practical, and yet elastic enough to be suitably enlarged to keep pace with the materialisation of the other post-war schemes planned by Government. It provides for an expenditure of about Rs. 319 crores in the first seven years of the post-war period, divided somewhat as follows :—

Post-war years.	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.	Total in crores.
A—Rehabilitation	10	15	20	20	20	20	20	125
Improvements (1) Operatives	1	4	8	8	8	8	8	45
B—Improvements (2) Staff Welfare	3	5	8	8	8	8	8	46
C—Third class amenities	1	4	8	8	8	8	8	45
D—Construction of new lines	1	5	10	10	10	10	10	56
Total in crores	16	33	54	54	54	54	54	319

15. Inglis-Appleton Mission and its Report.—At the request of the Government of India, Mr. R. J. M. Inglis and Col. J. A. Appleton, railway experts, respectively of Great Britain and the United States of America came out to report to Government on the operating efficiency generally of Indian Railways and to place the benefit of their advice and experience at the disposal of the Railway Administrations. The Mission were to advise and help the Local Officers as far as they could, the main objective being to secure the results as quickly as possible. During their stay of just over three months, they travelled some 10,000 miles over the Broad Gauge railways and a portion of the Metre Gauge section. They also visited the docks of Calcutta and Bombay and the ports of Madras and Vizagapatam.

The Inglis-Appleton Mission completed its tour on the 26th January 1944. They had consultations with General Managers, Principal Officers and Divisional and District Officers of several Railway Administrations. Action on some of the suggestions made by them was taken by Administrations immediately. The Mission subsequently submitted their report in which they recorded that increased supervision by experienced staff was definitely required if the largely increased traffic was to be moved quickly and suggested the return to the Railways of Officers and Supervisory Staff from the Army and other services.

They stated that extra power and rolling stock were urgently needed, and agreed with the request of the Railway Board for additional engines, wagons and components for wagons in the 1944 and 1945 programmes and stressed the necessity for an acceleration in delivery from the United Kingdom and United States of America. They also considered an improvement in and additions to control circuits, telephone, telegraph and teletype communications—very necessary.

Other recommendations covered measures to accelerate speed by amendment of restrictive rules, by full utilisation of the tractive effort of engines, by acceleration of schedules, and by the elimination of waste time at meeting points; remodelling of some engine shed layouts and the provision of cranes for coaling to improve turn round; the more general use of water softening plants to reduce the lay off time of engines; increased water and coal capacity on engine tenders; the establishment of schools for the training of control staff; increased facilities for traffic operation by construction of additional passing loops to shorten the distance between block stations; lengthening of existing loops to accommodate longer trains, and the conversion of dead end to double end passing sidings; reduction in the number of train inspections and elimination of overlapping inspections. All these matters have been under active consideration of railways and steps have been taken to implement the Mission's recommendations to maximum possible extent.

CHAPTER II

FINANCIAL RESULTS

A.—Railway Convention Committee.

16. Railway convention committee.—This Committee was appointed by the Legislative Assembly to consider matters arising out of clause (iv) of the convention resolution of 1943 which appears as appendix 'A.' The Committee in their interim report recommended two enquiries in connection with the Railway Depreciation Fund; (i) an immediate one as to what additional appropriation, if any, should be made to the Depreciation Fund during the war as an emergency provision; and (ii) a comprehensive enquiry, as early as possible into the lives of the assets, including obsolescence, and the consequent normal rate of contribution to the Depreciation Fund, and any other matters, such as the level of prices affecting the Fund. As a result of the former enquiry which was undertaken during 1943-44 the Committee decided that an additional appropriation of Rs. 2 crores a year should be made to the Depreciation Fund in the current year and also in the budgetary year and that this additional appropriation should continue so long as the present war conditions continued, while the arrears of contribution of Rs. 6 crores for the previous three years should be spread over three years if the general budgetary position permitted. This decision was implemented in the budget for the year 1944-45.

The Committee also recommended that, until the convention is revised, the present rate of contribution to the Depreciation Fund should not be reduced. The committees observed that heavy expenditure on account of accumulated arrears of maintenance, may, in view of the possibility of reduced receipts in future years, have to be met out of Railway Reserve. In order to place railways on a sound financial footing, the Committee further recommended that in allocating the surplus on commercial lines between the railway reserve and general revenues, as provided in clause (iv) of the convention resolution until a new convention is adopted by the Assembly, the appropriation to the railway reserve should be the maximum consistent with a fair allocation to general revenues as determined from year to year by the general budgetary situation arising out of the present emergency.

B.—Financial Results of State Railways (including worked lines).

17. Financial results of working.—The gross receipts of railways were Rs. 185·43 crores in 1943-44 against Rs. 155·48 crores in 1942-43, an increase of Rs. 29·95 crores. The increase was both under goods and coaching.

The ordinary working expenses amounted to Rs. 90·10 crores against Rs. 68·98 crores in the previous year, or Rs. 21·12 crores more. The amount set apart from revenue for depreciation was Rs. 16·87 crores against Rs. 12·58 crores in 1942-43 or Rs. 4·29 crores more. The operating ratio, that is, the ratio of working expenses (excluding suspense, but including appropriation to the depreciation reserve fund) to gross earnings was 57·96 per cent. against 51·59 per cent. in the previous year.

Miscellaneous transactions during 1943-44 resulted in a net receipt of Rs. 2·78 crores against Rs. 1·89 crores in 1942-43. Payments to worked lines as their share of earnings amounted to Rs. 1·87 crores against Rs. 2·70 crores in the previous year, or Rs. 83 lakhs less.

The net revenue was Rs. 79·37 crores against Rs. 73·11 crores in 1942-43 or Rs. 6·26 crores more.

The interest charges amounted to Rs. 28·53 crores against Rs. 28·04 crores in 1942-43. The increase is due mainly to certain debentures having been redeemed during the year, resulting in payment of additional interest for six months. The rate of interest, however, fell from 4·09 per cent. to 3·92 per cent.

Against the surplus of Rs. 45·07 crores in 1942-43 the surplus in 1943-44 was Rs. 50·84 crores. The surplus on commercial lines amounted to Rs. 52·80 crores, 75% of which amounting to Rs. 39·60 crores was payable to General Revenues. The actual payment, however, amounted to Rs. 37·64 crores after recovering the loss on strategic lines, viz., Rs. 1·96 crores, in terms of clause (iii) of the Convention Resolution of 1943 printed at Appendix A to this Volume. The balance of the net surplus of Rs. 50·84 crores, viz., Rs. 13·20 crores, was transferred to the Railway Reserve Fund.

The appropriation to the depreciation reserve fund was Rs. 16·87 crores and the amount withdrawn for renewals was Rs. 6·65 crores resulting in a net accretion of Rs. 10·22 crores to the fund. The balance at the credit of the fund at the end of the year was Rs. 92·30 crores.

The total works expenditure during the year under review amounted to Rs. 15·01 crores, of which Rs. 8·36 crores were under capital and Rs. 6·65 crores from the depreciation reserve fund. Of the capital expenditure Rs. 8·37 crores related to open lines and minus Rs. 1 lakh to new constructions. The minus figure under "New Construction" was due mainly to credit received from the civil department for the sale value of land of Qadian Beas Section of the Batala Beas Railway, abandoned on the North Western Railway. These figures do not take into account Rs. 35 lakhs on account of discharge of debentures of Bengal Nagpur and South Indian Railways.

18. **Net traffic receipts, interest charges and surplus.**—The statement below compares the surplus and the percentages of net traffic receipts and interest charges to the capital-at-charge for the five years ending with 1943-44.

(In lakhs of rupees.)

Year.	Net traffic receipts.	Percentage of net traffic receipts to capital-at-charge.	Interest charges.	Percentage of interest charges to capital-at-charge	Surplus.
1939-40	32,80	4.3	29,11	3.8	4,33
1940-41	46,29	6.1	28,68	3.8	18,46
1941-42	55,62	7.4	28,44	3.8	28,08
1942-43	71,22	9.1	28,04	3.6	45,07
1943-44	76,59	9.8	28,53	3.7	50,84

19. **Traffic Receipts.**—During the year under review, there was an increase over last year under all the heads of traffic receipts as shown below :—

		(Crores of rupees.)	
		1942-43.	1943-44.
Passenger earnings		44.68	61.59
Other coaching earnings		15.84	21.57
Goods earnings		91.86	98.32
Sundry earnings		4.08	3.99
Suspense		—98	—04
Total		155.48	185.43
<i>Less—</i>			
Earnings of worked lines		5.28	3.89
Net traffic receipts of State-owned lines		150.20	181.54

The total increase including the earnings of worked lines was Rs. 29.95 crores, Rs. 16.91 crores under passenger traffic, Rs. 5.73 crores under other coaching traffic and Rs. 6.46 crores under goods traffic. The net increase in the traffic receipts of State-owned lines was Rs. 31.34 crores.

The increase under passenger earnings was under all classes. The figures for Class I Railway are given below :—

		(In lakhs of rupees.)	
		1942-43.	1943-44.
First class		2,17	3,11
Second class		3,59	5,78
Intermediate class		2,64	3,98
Third class		38,52	51,79
Total		46,92	64,66

The details of traffic earnings of individual railways are given in statements No. 3 and 6, pages 40-41 and 48-50 of Volume II of this report.

20. **Working expenses.**—The working expenses of each railway are detailed in statements No. 3 and 7, pages 40-41 and 52-61 of Volume II of this report.

21. **Losses and gains.**—The statement below compares the net gain or loss on each railway with the previous year. For the purpose of calculating the gain or loss, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, i.e., the working expenses include the appropriation to the depreciation fund and not the actual expenditure on renewals and replacements which is taken into account in the Companies' own accounts.

(In lakhs of rupees.)

Year.	B. & A.	B., B. & C. I.	E. I.	G. I. P.	N. W. (Commercial.)	N. W. (Strategic.)	O. & T.	B. N.	M. & S. M.	S. I.
1942-43	—98	6,92	8,76	11,21	8,92	—1,62	65	2,05	3,66	2,06
1943-44	28	6,08	7,00	13,80	11,91	—2,10	3,05	1,30	4,14	2,87

Note.—Minus figures indicate losses.

22. Effect of War on earnings and working expenses—The progressive demands on the country's resources of man-power and materials for war purposes and the consequent expansion of industrial and business activity contributed to a continuous increase in rail traffic. Both civilian and military passenger travel and the movement of goods to meet civilian and military needs continued on a larger scale than in the previous year. There was also greater diversion of traffic from other transport agencies to the railway owing to petrol shortage and lack of shipping accommodation as well as heavier movements of food stuffs than last year from surplus to deficit areas. All these, combined with one day's additional earnings due to 1944 being a leap year, had the effect of increasing earnings, in spite of the restrictions imposed on the movement of various commodities and the interruption of movement due to breaches of the line at certain places by floods. The earnings of the year under review were Rs. 30 crores more than those of the previous year and stood at Rs. 185½ crores, the highest figure ever reached.

The working expenses also increased from Rs. 69 crores in 1942-43 to Rs. 90·10 crores in the year under review. The increase was mainly due to additional staff employed, extension of the scope and increase in the rates of dearness allowance to staff, increased repairs and increase in the quantity and cost of stores consumed, increase in the cost of coal, enhanced rates allowed to handling contractors and loss on account of the sale of wheat and a variety of other commodities to railway staff at concession rates from railway grain shops.

23. Analysis of Financial results of working.—An analysis of the financial results of the working of the railways owned by the State is given in the following statement for 1942-43 and 1943-44:—

(Figures in thousands of rupees.)

Railways	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge	Receipts.	Working Expenses including Depreciation.	Payments to worked lines.	Net Receipts.	Percentage of Net Receipts on capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.		Gain.	Loss.
									Payments on account of share of Surplus Profits.	Interest charges.		
State Lines Managed by State.												
B. & A.—												
1942-43 . .	78,89,84	..	76,69,64	11,35,38	0,32,11	15,64	1,87,63	2.4	31	2,85,39	..	98,07
1943-44 . .	80,84,52	3,00	80,81,52	18,17,25	14,65,03	16,57	3,14,55	3.0	66	2,65,58	26,31	..
B. B. & C. I.—												
1942-43 . .	75,12,50	1,27,97	73,84,53	18,27,22	8,36,16	20,35	9,70,71	12.9	(a) 16,46	2,61,69	6,92,36	..
1943-44 . .	75,02,75	1,27,97	73,74,76	19,29,56	10,07,23	39,14	8,63,21	11.6	(a) 11,01	2,63,69	6,06,31	..
E. I.—												
1942-43 . .	1,49,59,24	..	1,49,59,24	29,39,69	15,01,12	..	14,38,77	9.6	..	5,62,63	8,76,14	..
1943-44 . .	1,51,33,06	..	1,51,33,06	33,16,02	20,22,56	..	12,93,36	8.6	..	5,93,76	6,99,60	..
G. I. P.—												
1942-43 . .	1,12,86,24	..	1,12,86,24	27,58,35	12,05,60	43,88	15,08,76	13.4	..	3,87,66	11,21,10	..
1943-44 . .	1,13,86,65	..	1,13,86,35	33,40,04	15,73,12	46,39	17,23,53	15.1	..	3,93,10	13,30,43	..
N. W*.—												
1942-43 . .	1,46,77,87	..	1,46,77,87	27,61,23	14,57,73	36,74	12,66,76	8.6	..	5,37,26	7,29,50	..
1943-44 . .	1,46,93,99	..	1,46,93,99	32,84,53	17,29,95	43,91	15,10,67	10.3	..	5,29,60	9,61,07	..
O. & T.—												
1942-43 . .	27,65,31	..	27,65,31	5,22,64	2,52,20	1,18,41	1,62,03	5.6	4,12	83,04	64,87	..
1943-44 . .	29,25,95	..	29,25,95	6,29,86	3,12,72	..	3,17,16	10.8	..	1,12,39	2,04,77	..
State Lines Managed by Companies, etc.												
B. N.—												
1942-43 . .	70,03,26	4,05,02	74,98,24	14,87,03	8,98,20	1,16	5,88,57	7.4	21,62	3,02,42	2,64,53	..
1943-44 . .	80,01,51	3,90,55	76,10,96	16,92,23	12,89,51	1,46	4,51,26	5.6	20,74	3,00,80	1,29,72	..
M. & S. M.—												
1942-43 . .	53,25,70	6,50,33	46,66,37	11,88,72	5,78,43	15,00	5,95,20	11.2	16,03	2,12,13	3,66,14	..
1943-44 . .	53,86,32	6,59,33	47,26,99	18,97,36	7,32,83	19,72	6,45,33	12.0	21,31	2,09,86	4,14,16	..
S. I.—												
1942-43 . .	45,47,02	2,50,73	42,97,10	8,64,13	4,51,82	23,67	3,88,74	8.5	24,70	1,57,03	2,06,11	..
1943-44 . .	45,81,17	2,20,47	46,60,70	10,47,14	5,49,86	24,48	4,73,28	10.0	63,70	1,52,65	2,86,93	..
Other Railways—												
1942-43 . .	3,84,08	—14,57	3,98,65	62,05	41,78	1,11	19,16	5.0	..	13,16	5,98	..
1943-44 . .	3,77,70	—27,42	4,05,12	66,56	43,90	..	44,57	11.8	..	11,66	32,89	..
Interest on Dep. and Reserve Fund Balances—												
1942-43 . .	..	..	..	3,02,86	..	..	3,02,86	..	..	..	3,02,86	..
1943-44 . .	..	..	..	4,05,21	..	..	4,05,21	..	..	..	4,05,21	..
Net Misc. Receipts and Charges not attributable to any one railway—												
1942-43 . .	..	..	..	..	..	..	..	..	..	..	..	24,79
1943-44 . .	..	..	..	..	..	..	..	..	..	..	..	37,70
Total Central—												
1942-43 . .	7,72,51,96	14,28,48	7,58,23,48	1,56,50,40	81,55,24	2,75,95	74,10,21	9.6	84,14	28,03,55	45,06,73	..
1943-44 . .	7,60,73,34	13,73,90	7,66,99,44	1,69,47,62	1,06,96,92	1,66,77	80,62,13	10.3	87,42	26,53,31	50,63,70	..
Provincial Railways—												
1942-43 . .	..	..	..	(b) 1,42	..	..	1,42	..	..	..	1,42	..
1943-44 . .	..	..	..	..	..	..	..	..	..	..	..	..
*N. W. (Comm.)—												
1942-43 . .	1,13,00,20	..	1,13,00,20	25,50,86	12,07,78	36,74	13,06,34	11.5	..	4,14,61	8,91,73	..
1943-44 . .	1,14,28,50	..	1,14,26,50	30,50,14	14,03,92	43,91	16,02,31	14.0	..	4,11,41	11,90,90	..
N. W.—												
Non-Comm. (Strategie)												
1942-43 . .	33,66,67	..	33,66,67	2,10,37	2,49,05	..	—39,56	—1.1	..	1,22,65	..	1,62,23
1943-44 . .	32,65,49	..	32,65,49	2,64,69	8,26,03	..	—91,64	—2.81	..	1,16,19	..	2,09,83

1942-43 1943-44

(a) Includes payments to Jaipur Durbar . . 16,46 9,55

(b) Represents figures on account of Subsidized Companies.

C.—General results of working of all Indian Railways.

24. Analysis of earnings.—The total earnings of all Railways, including those in which the Government of India have no financial interest, amounted to Rs. 198·80 crores of which Rs. 102·82 crores or 51·7 per cent. were from goods traffic, Rs. 67·11 crores or 33·8 per cent. from passenger traffic and Rs. 28·87 crores or 14·5 per cent from parcels, luggage and other miscellaneous sources of revenue.

24·1. Passenger earnings.—In comparison with 1942-43, passenger earnings on all Indian Railways increased by Rs. 18·31 crores to Rs. 67·11 crores, an increase of 37·5 per cent., the number of passengers carried increased by about 167 millions—an increase of about 26·8 per cent. and passenger miles by 8,131 millions, an increase of about 33·4 per cent. Some of the striking variations in passenger traffic on individual railways are indicated below :—

Railway.	(Figures in lakhs.)	
	Variations as compared with 1942-43.	
	Passengers carried.	Earnings.
	No.	Rs.
Bombay Baroda & Central India	+291	+168
Great Indian Peninsula	+235	+387
North Western	+275	+257
Bengal and Assam	+109	+265
East Indian	+142	+176

Detailed figures of the number of passengers carried, passenger miles and earnings therefrom are given in Summary X, Statements No. 12 and 36, pages 12-13, 92-99 and 227-233 respectively of volume II of this report.

24·2. Goods earnings.—The earnings from goods traffic on all railways increased by Rs. 561 lakhs or 5·77 per. cent as compared with 1942-43. The tonnage of goods carried increased by 6 lakhs of tons or about 0·65 per cent. and each ton was carried an average of approximately 296 miles instead of 295 miles last year with the result that the net ton miles registered an increase of 254 millions or 0·94 per cent. over last year.

The increased earnings were mainly derived from military traffic, wheat, railway materials and stores on revenue account, gram and pulses, firewood, fruits and vegetables fresh, cotton manufactured, kerosine oil in tins, provisions, livestock and other grains while decreases were substantial in jute manufactured, cotton rawpressed, cement, wood unwrought, tobacco, iron and steel, marble and stone, salt and oil-seeds.

The heaviest increase in goods traffic was registered on Bengal and Assam Railway where the tonnage carried on the system increased by 2·48 millions, an increase of 32·2 per cent. ton miles by 503·5 millions (56·5%) and earnings from goods carried by Rs. 2·32 crores or 45·7 per cent.

Detailed goods statistics will be found in Summary X, Statements No. 13, 29 and 36, pages 12-13, 100-111, 161-176 and 227-233 respectively of Volume II of this report.

CHAPTER III

NEW CONSTRUCTION AND ENGINEERING WORKS

25. Capital Expenditure.—At the end of March 1944, the total capital-at-charge on all railways, including those under construction, amounted to Rs. 858·49 crores, of which Rs. 780·73 crores was capital-at-charge on State-owned railways inclusive of premia paid in the purchase of Companies lines. The remainder Rs. 77·76* crores, represented capital raised by Indian States Companies and District Boards.

The capital-at-charge of State-owned railways is composed as follows :—

Liability and debt incurred in purchase of railways	£ 150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Fund	—29,284,941
Net amount outstanding	120,821,689†
	(In thousands of rupees).
Direct expenditure by Government	6,19,63,91
The above sterling figure converted into rupees	1,61,09,43 †
GRAND TOTAL	7,80,73,34

By far the greater portion of this amount, namely, Rs. 7,66,99,44,000 is Government capital and only 1·56th or Rs. 13,73,90,000 is owned by Companies, etc. These figures include Rs. 32,65,49,000 on account of capital expenditure to the end of March 1944, on strategic lines.

The total capital outlay on all railways during 1943-44 was Rs. 8·71 crores, of which Rs. 8·36 crores related to State-owned railways.

The distribution of the capital outlay in 1943-44 over the different State-owned lines is shown in the summary below :—

(Figures in lakhs).

Railways.	OPEN LINES.			New lines.	GRAND TOTAL.
	Works, etc.	Rolling Stock.	TOTAL.		
	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	89	11	1,00	..	1,00
Bombay, Baroda and Central India	47	—56	—9	..	—9
Bengal and Assam	1,77	15	1,92	..	1,92
East Indian	1,72	1	1,73	..	1,73
Great Indian Peninsula	1,02	—1	1,01	..	1,01
Madras and Southern Mahratta	61	..	61	..	61
North Western	2	14	16	—1	15
South Indian	37	—1	36	..	36
Oudh and Tirhut	1,61	..	1,61	..	1,61
Other Indian railways	6	..	6	..	6
TOTAL	8,64	—17	8,37	—1	8,36

* Includes Rs. 8,87,000 representing outlay on the Alnavar-Dandeli Railway.
† £2,575,000 and £2,000,000 representing share capital of the Great Indian Peninsula and Bombay, Baroda and Central India Railways respectively paid off during 1925-26 and 1941-42 respectively have been converted at the appropriate average rate of exchange for those years and the balance of £ 116,246,689 at the rate of 1s. 6d. to the rupee.

26. Mileage of Lines opened or sanctioned in 1943-44.—No new lines were sanctioned for construction during the year. The Dankuni link between H. B. Chord and C. C. Railway 1·11 miles long (5' 6" gauge) on the East Indian Railway, was opened to traffic on the 6th March, 1944.

27. Surveys and Lines under construction during 1943-44.—No new surveys and no new constructions were undertaken during the year. The construction of the two sections Mudkhed-Adilabad (to be constructed by H. E. H. the Nizam's State Railway) and Fatehpur-Bissau (to be constructed by the Jaipur State Railway) which was reported in previous years to have been suspended, remained suspended.

28. Lines closed during 1943-44.—During the year under review Shaistaganj-Habiganj Branch of the Bengal and Assam Railway was dismantled to meet further demands of track for military works. It was selected having regard to commercial value and the availability of alternative means of communication in the area.

The Cinnamara-Titabar Section of the Jorhat Provincial Railway was also dismantled during the year under review.

Concurrence of the Provincial Governments concerned was obtained in each case.

29. Engineering Works.—The following is a list of some of the important works carried out or sanctioned during the year with a view to augmenting the line capacity, improving the operational facilities, providing additional housing accommodation for staff, strengthening bridges, etc.

29-1. Open Line Improvements.

	Amount. Rs.
<i>Bengal and Assam Railway.</i>	
Line capacity works	2,42,45,000
<i>Bengal-Nagpur Railway.</i>	
Provision of seven crossing stations on the Bombay Main Line between Bilaspur and Nagpur	4,81,270
Doubling the line between Bankura and Midnapur	1,00,80,000
<i>East Indian Railway.</i>	
Remodelling of Rampur Station and Yard—1st stage	2,83,676
Quadrupling of track from Saktigarh to Sitarampur including Ondal Terminal facilities	1,42,98,022
Improvement of facilities for through goods trains and for servicing goods engines for extended runs—Gaya Station	7,98,100
Additions and alterations in the Loco Yard, Lucknow	3,90,202
Direct link between H.B. Chord, mile 6-5/8 and C. G. Rly.	3,82,867
Provision of new crossing stations between Amethi and Gauriganj and between Chauhkhundi and Kapsethi stations and conversion of Swansa flag station into a crossing station	4,22,344
<i>Great Indian Peninsula Railway.</i>	
Remodelling of Nasik, Manmad and Chalisgaon stations on the Bhusaval-Igatpuri Section	4,76,500
<i>North Western Railway.</i>	
Additional yard facilities and a new station building at Drigh Road	2,13,398
Realignment of the railway from Rohri to mile 312/20 between Sangi and Pano Akil stations	64,00,517
Realignment North of Barrage Canals, of the line between Sukkur and Habibkot	38,85,501
<i>Oudh and Tirhut Railway.</i>	
Permanent diversion round breaches between Narayanpur and Pasraha stations, after the floods of 1942	3,09,000
<i>South Indian Railway.</i>	
Remodelling of Olavakkot Junction.	7,09,100

29-2. Important works sanctioned.

<i>Bengal and Assam Railway.</i>	
Recovery of stone boulders from Jackson's spur, Right Guide Bank at Hardinge Bridge	1,39,893
Scheme for the disposal of sewage of Kanchrapara Workshops and Halishahar Stores	1,32,841
Scheme for 750 K.W. Bulk Electric Supply from Naihati to Kanchrapara	1,29,381
<i>Bombay, Baroda and Central India Railway.</i>	
Providing double tank type hot water washout plant together with settling tank at Abu Road and Bandikui	2,30,052
<i>Great Indian Peninsula Railway.</i>	
Arrangements for obtaining water supply for Loco purposes from the Pench River at Iklehra	1,11,638
<i>North-Western Railway.</i>	
Providing 104 units staff quarters for the superior shed staff at Rohri	4,42,000

Military Works—

Provision of railway sidings, etc., to serve various Military projects	42,62,000
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29-3. Bridge Strengthening and Protection Programme.

<i>Bengal and Assam Railway.</i>	
Rebuilding of Bhulkadoba Bridge	8,02,189
Rebuilding of Beki River Bridge	3,62,877
<i>Madras and Southern Mahratta Railway.</i>	
Rebuilding of Swarnamukhi Bridge on the North East Line	3,98,000
Rebuilding of Pambaleru Bridge on the North East Line	3,10,000
Relining Tunnel No. 7 at mile 47/7-11, Mormugao Frontier Section	2,84,317
Reconstruction of Bridge No. 275 at mile 85/15-18 on North East Line between Gudur and Manubolu	1,60,000
Reconstruction of Laterite Bridges on the W.I.P. Railway (M. & S. M. Railway)	4,46,000
<i>South Indian Railway.</i>	
Construction of a middle pier in 120-ft. span of bridge No. 2139 at mile Q.445/2-3 on the Shencottah Quilon Section	1,44,309

30. Wireless communications on Railways.—During the year under review the question of providing railways with wireless networks as supplements to line communications, particularly in times of emergencies, received further consideration. A report on this subject drawn up by a G.H.Q. (India) Signals Officer was available and with this as a basis the Railway Board decided to develop the scheme and action was taken for the provision of the necessary equipment, and for the training of operating and cipher staff and maintenance personnel.

Equipment.—Four types of wireless sets were contemplated for use on railways :—

(a) for communication between the Railway Board and the headquarters of the principal railway administrations, and also for intercommunication between the headquarters of the principal railway administrations. This type would have a range of approximately 1,200 miles.

(b) for communication between railway headquarters and railway divisional or district headquarters, important junctions and engine changing stations. This type would have a range of about 700 miles.

(c) for communications between adjacent train control centres, main junctions and engine changing stations. This type would have a range of about 250 miles and would form the backbone of wireless communication on railways. These sets would form a chain of communication along the main railway routes.

(d) for line clear work in the event of damage to land lines and when land lines are congested or for urgent traffic. These sets would have a range of about 25 miles and would be mobile so that they could be easily conveyed to the sites where needed.

Firm orders have been placed for one half of the requirements of railways as proposed in the Report. All the types of sets ordered are fitted with R/T and C.W. facilities, but for the present it is intended that wireless telegraphy only will be used. All messages during war time will be sent in cipher but certain categories of plain language messages are permitted to be sent in type (d).

Deliveries of the above types of equipment have started and railways have received already their full quota of (d) type sets and some railways part of the quota of (c) type sets.

Personnel.—

A certain number of senior subordinates have already been trained as cipher instructors by G.H.Q. (India) and they in turn have trained the necessary number of cipher staff on their respective railways.

Railways took advantage of the Government of India Labour Department Technical Training Scheme and had some of their line telegraphists trained as wireless operators at various centres in the country. In addition the Military authorities trained a number of railwaymen as wireless operators at Army signal centres.

General.—

Wireless links on certain railways have already started working—the South Indian Railway Administration were the first railway to set up wireless stations and send messages by wireless on their own system

CHAPTER IV TRANSPORTATION

A.—Operating.

31. Volume of traffic handled.—Increased military traffic, the continued shortage of sea transport, famine conditions in Bengal and Malabar, the increase in production of war material and greater industrial activity increased the demands on rail transport well above the level of the previous year. In spite of certain operating handicaps referred to in the succeeding paragraphs, the volume of traffic handled, both passenger and goods, during the year 1943-44 was greater than in 1942-43 and very greatly in excess of the pre-war figures. On Class I railways the increase in passenger miles—the best unit for measuring the passenger traffic handled—was 33·7 per cent. and that in ton miles—the best unit for measuring the freight traffic handled—was 1·18 per cent. as compared with the preceding year. It should be mentioned that these increases do not include the large volume of traffic moved by military special trains.

The following statement shows the amount of traffic handled and the increases recorded over the preceding year and over the pre-war year (1938-39).

(Figures in thousands.)

Particulars.	Class I Railways.				
	1938-39.* (Pre-war).	1942-43.	1943-44.	PERCENTAGE INCREASE (+) OR DECREASE (—) AS COMPARED WITH	
				1938-39.	1942-43.
Passenger miles	18,072,018	23,509,772	31,434,458	73·9	33·7
Net ton miles†	21,462,533	27,412,625	27,735,841	29·2	1·18

* Includes Bikaner State Railway for comparative purposes.

§ Revised.

† Excludes departmental.

32. Train miles.—The number of train miles run to carry the traffic referred to above was as follows :—

(Figures in thousands.)

Particulars.	1938-39.* (Pre-war).	1942-43.	1943-44.	PERCENTAGE VARIATION WITH	
				1938-39.	1942-43.
Passenger (including proportion of mixed) train miles†	111,503	82,885	80,167	—28·1	—3·28
Goods (including proportion of mixed) train miles‡	69,172	75,759	74,320	+7·44	—1·90

* Includes Bikaner State Railway for comparative purposes.

† **IMPORTANT.**—This includes the mileage of trains conveying passengers and of all other traffic booked at coaching rates, and empty mileage run by passenger and other coaching stock. It also includes mileage of electric locomotive and electric multiple unit trains as well as military specials but excludes departmental.

‡ Includes mileage of electric locomotive trains but excludes departmental.

As referred to in paragraph *infra* passenger train services were further curtailed and passenger train miles were reduced in comparison with the previous year by 3·28 per cent. With this reduced train service the railways handled 33·7 per cent. more passenger miles than in 1942-43 by running heavier and fuller trains. The various steps taken to minimise the effect of curtailment in passenger train services are detailed in Chapter VIII, paragraph 91.

Similarly the slight increase in "Net Ton Miles" (1·18%) was handled despite a reduction of 1·90 per cent. in goods train mileage mainly by increasing the average load per wagon.

Detailed figures of train miles of Class I Railways are given in Statements No. 17 and 32, pages 120—121, and 219—222, and those of Classes II and III Railways in Statement No. 37, pages 234—238 of Volumes II of this Report.

In the paragraphs below the results of passenger and goods train services on Class I Railways are reviewed by gauges :—

33. Passenger Trains.—

(Figures in thousands.)

Particulars.	Class I Railways.					
	Broad Gauge.			Metro Gauge.		
	1942-43.	1943-44.	Percentage variation with 1942-43.	1942-43.	1943-44.	Percentage variation with 1942-43.
Passenger miles	16,063,079	22,658,887	+33·6	6,271,103	8,447,579	+34·7
Coaching vehicle miles (including proportion of mixed)	918,338	937,430	+2·08	306,255	395,546	+0·18
Passenger train miles* (including proportion of mixed)	57,680	56,137	—2·52	23,242	22,106	—4·89

* **IMPORTANT.**—This includes the mileage of trains conveying passengers and of all other traffic booked at coaching rates, and empty mileage run by passenger and other coaching stock. It also includes mileage of electric locomotives and electric multiple unit suburban trains, as well as military specials but excludes departmental.

§ Revised.

On the broad gauge railways despite a 33·58 per cent. increase in passenger miles, coaching vehicle miles increased by 2·08 per cent. only, whilst passenger train miles decreased by 2·52 per cent. Similarly on the metre gauge railways passenger miles increased by 34·7 per cent., whilst coaching vehicle miles decreased by 0·18 per cent. and passenger train miles by 4·89 per cent.

Despite the extensive propaganda undertaken to discourage travel, there was considerable overcrowding.

33·1. Reduction in passenger train services.—During the year, some further reduction in passenger train services became necessary from time to time in order to conserve line capacity required for the movement of essential traffic, both military and civil. Some temporary reductions in passenger train services were also made owing to difficulty in maintaining the supply of coal to certain railways.

33·2. Punctuality of passenger trains.—The following table shows the percentage of passenger trains not losing time to the total number of trains run on all Class I Railways during 1943-44 as compared with 1942-43 :—

	All trains (including electric multi- ple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
BROAD GAUGE.					
1942-43	65·0	45·0	64·3	66·0 80·8*	54·4
1943-44	65·0	52·2	63·3	63·8 79·1*	53·9
METRE GAUGE.					
1942-43	69·2	46·5	72·9	87·8 79·3†	64·7
1943-44	72·3	46·1	72·7	89·7 88·4†	69·8

* Bombay, Baroda & Central India and Great Indian Peninsula Railways electric multiple unit trains.

† South Indian Railway's electric multiple unit trains.

There was a slight improvement on the metre gauge in the over-all figure due to more punctual running of suburban trains. A welcome improvement was also noticeable in the running of mail and important through trains on the broad gauge though the over-all figure remained the same as last year due to slight deterioration in the running of trains under other categories. Difficulty in accommodating passengers whose number showed a phenomenal increase, heavy parcels traffic, flood damages and the interference of special trains with regular service, continued to have an adverse effect on the punctual running of passenger trains.

34. Goods trains.—

(Figures in thousands).

Particulars.		Class I Railways.				
		1938-39.* (Pre-war).	1942-43.	1943-44.	Percentage variation with	
					1938-39.	1942-43.
Goods (including proportion of mixed) ton miles†	B. G. .	18,283,959	23,799,399	23,820,158	+30·3	+0·09
	M. G. .	3,092,002	3,508,266	3,810,661	+23·2	+8·62
Wagon miles (including proportion of mixed)	B. G. .	2,117,936	2,277,104	2,168,815	+2·40	—4·76
	M. G. .	663,822	690,291	717,787	+8·13	+3·98
Goods train miles (including proportion of mixed)	B. G. .	48,018	53,105	50,944	+6·09	—4·18
	M. G. .	19,400	20,715	21,591	+11·3	+4·22

*Includes Bikaner State Railway for comparative purposes.

†Excludes Departmental.

On the broad gauge railways, goods ton miles increased by 0·09 per cent. in comparison with the previous year but the wagon miles dropped by 4·76 per cent. and the goods train miles by 4·18 per cent. On the metre gauge railways the goods ton miles increased by 8·62 per cent. in comparison with the previous year, the wagon miles increased by 3·98 per cent. and train miles by 4·22 per cent. Since the broad gauge carried nearly 86 per cent. of the total goods traffic, the heavier train loads on that gauge were of material value to the total effort.

34·1. Goods train speeds.—The average speed of goods trains (steam) which was 10·4 miles per hour both on the broad and metre gauges in 1942-43 showed a further drop this year i. e., 10·0 miles on the broad gauge and 10·3 miles on the metre gauge. The decrease in speed was mainly brought about by the heavy strain thrown on line capacity on some of the more important through routes and also by the necessity of giving precedence to an increasing number of military special trains over ordinary goods trains.

34.2. Goods train loads.—The handling of the increased volume of traffic with decreased train mileage referred to in paragraph 32 was achieved by substantial improvement in the net or freight load of goods wagons and trains. On the broad gauge railways the average net or freight load per good train (steam) increased from 448 tons in 1942-43 to 467 tons in 1943-44 and on the metre gauge railway from 169 tons in 1942-43 to 176 tons in 1943-44. The following railways achieved marked improvements in the average net load per train, as indicated below :—

Average net or freight weight per train.

Broad Gauge.		Great Indian Peninsula.	Bengal & Assam.	East Indian.
1942-43	. . . . .	415	239	529
1943-44	. . . . .	442	326	587
Metre Gauge.		Bengal & Assam.	Bikaner State.	South Indian.
1942-43	. . . . .	110	108	191
1943-44	. . . . .	156	133	210

The details of goods train speeds, loads of wagons and trains are given in statements No. 20, 43 and 24, pages 134 and 140 to 143 of Volume II of this report.

35. Stock usage.—Reduction in the number of engines utilised for passenger train services which yield the highest usage figure and increase in the number of engines for shunting which yield a very low usage figure reacted adversely on the performance figures of engines, such as, "Engine miles per day per engine", etc. All the railways made special efforts to use locomotive power more intensively and improve usage of wagons. In the following sub-paragraphs the stock usage results of Class I Railways during the year are briefly reviewed.

35.1. Engine usage.—Measured in terms of engine miles per day per engine on line (i.e. inclusive of time occupied under repairs etc.) the daily mileage showed a slight drop from 79 to 77 on the broad gauge and from 73 to 72 on the metre gauge when compared with the preceding year. The percentage of engines under or awaiting repairs in Mechanical and Transportation Workshops was improved on the broad gauge from 16·4 per cent. in 1942-43 to 16·2 per cent. in 1943-44, but there was a slight deterioration on the metre gauge from 13·1 per cent. to 13·4 per cent.

The net ton miles per goods locomotive day decreased both in relation to the locomotives on line and the locomotives in effective use on the broad gauge while on the Metre gauge a slight improvement was noticeable.

		Net ton miles per goods locomotive day on line.	Net ton miles per goods locomotive daily in use.
BROAD GAUGE.			
1942-43	. . . . .	17,749	26,530
1943-44	. . . . .	17,397	26,208
METRE GAUGE			
1942-43	. . . . .	7,281	11,572
1943-44	. . . . .	7,374	11,653

Details of engine usage are given in statement No. 22, pages 136 to 139 of Vol. II of this report.

35.2. Wagon usage.—The statistical unit of wagon movement viz., 'wagon miles per wagon day' denoting the average number of miles run per wagon daily—both loaded and empty journeys—showed a drop from 42·5 miles in 1942-43 to 39·7 miles in 1943-44 for all the broad gauge railways combined and from 34·7 to 33·0 for the metre gauge Class I Railways.

The more comprehensive unit for the purpose of gauging the work performed by a wagon is 'net ton miles per wagon day', which shows not only the number of miles run by a wagon but also the load carried by it. As a result of better loading of wagons this figure shows only a slight decrease as noted below :—

	Broad Gauge.		Metre Gauge.	
	1942-43.	1943-44.	1942-43.	1943-44.
Net ton miles per wagon day	451	445	182	181

Both these units as at present compiled, however, understate the performance of the railways inasmuch as the wagon days in these calculations refer to the total wagon stock available on the railways although it is known that some of these wagons are rendering service on military specials.

Details of vehicle and wagon miles and their usage are given in statements No. 19 and 24, pages 130 to 133 and 142 to 143 of Volume II of this report.

35.3. Reduction in wagons loaded with 'smalls'.—Efforts to reduce the number of wagons carrying 'smalls' traffic continued unabated and a considerable reduction was achieved thereby relieving more wagons for full loads as shown below :—

	No. of wagons loaded with 'smalls'.		Percentage reduction in comparison with 1942-43.	No. of wagons loaded with 'smalls' expressed as a percentage of the total number of wagons loaded.	
	1942-43.	1943-44.		1942-43.	1943-44.
Broad Gauge	*615,891	475,555	—22·8	14·1	11·0
Metre Gauge	*379,939	341,861	—10·1	*17·5	14·8

*Revised figures.

36. Wagon position in the pool.

36.1. Broad gauge wagon pool.—The number of public service wagon (in terms of four-wheelers) in use at the end of the year was 152,681 i. e., 897 more than at the end of 1942-43. The total number of wagons loaded during the year was 4,330,460 being a decrease of 46,316 or 1·05 per cent. as compared with the previous year.

Demands throughout the year exceeded the available wagon supply.

The number of wagons temporarily out of service on all broad gauge railways varied between 5,370 and 6,379 wagons.

36.2. Metre gauge wagon pool.—The number of public traffic wagons on 31st March 1944 was 48,254, i. e., 3,969 more than at the end of 1942-43. The total number of wagons loaded during the year was 2,071,462 being an increase of 139,860 or 7·3 per cent. as compared with the previous year.

Demands throughout the year exceeded the available wagon supply.

37. Neutral examination of interchanged stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between the Railways at the following junctions :—

Agra East Bank.
Agra Cantt.
Ajni-Nagpur.
Chheoki.
Ghaziabad.
Khanalampura.

New Delhi.
Waltair.
East Dock Junction.
Katihar.
Kasganj (from 1st Feb. 1944).

38. Operating—general.—This was referred to in detail in the last year's report. The progress of the war in the Eastern Zone of India continued to make further demands on railways for the transport of essential commodities. Railways have done their best to meet these demands. The movement of military personnel and supplies continued to be heavy. The Damodar floods and the consequent breaches on the East Indian Railway increased the transport problem of keeping the Calcutta area and beyond supplied with essential civil and military requirements. To cater for the increased military personnel traffic between regular points, additional special trains for exclusive military use were introduced to run between Madras and Delhi, and Delhi and Rawalpindi. To facilitate speedy carriage of goods between Delhi and Madras, through goods train services were introduced between Delhi and Itarsi, and Itarsi and Madras.

The measures enumerated in the last year's report were enforced with a view to increasing the efficiency of railways.

39. Rationalisation of Transport through a System of Priorities.—This has already been explained in detail in the last year's report. The work of the Railway Priorities Organisation continued with increased vigour. It endeavoured to provide further transport facilities through an efficient system of rail priorities. The vast increase in demands for transport on the one hand and the present difficult situation with regard to wagon supplies necessitated the adoption of further methods for the elimination of wasteful transport and other means for the regular supply of wagons for the movement of essential commodities. Nearly all commodities were controlled, classified and graded for preferential transport consideration according to the various needs of both the civil and the military.

40. Transport of Coal.—The control on the distribution of coal continued to function through the agency of the Controller of Coal Distribution. The breaches on the Damodar River bank which disrupted the East Indian Railway route to the Calcutta area, resulted in many industries in the Calcutta area and via running short of coal, and essential services were kept going by the use of single line routes over the East Indian and Bengal Nagpur Railways.

Traffic by the normal East Indian Railway route was resumed on the 8th October 1943 but just at that time, when it was expected that the short fall in coal deliveries to the Calcutta area would be made up, a serious drop took place in raisings of coal, chiefly in the Bengal and Bihar fields resulting in a general shortage of coal despatches for all industries which continued up to the middle of January 1944. The seriousness of the position was, however, mitigated to a certain extent by the industries in the northern and western parts of India having been given excess quantities of coal. thereby, enabling them to

build up their stocks of coal during the breaches period (July 1943 to October 1943) when there was a surplus of transport available due to limited loading towards the Calcutta area."

With the serious drop in coal raisings, the Government realised that the total quantity of coal available was not sufficient to meet the demands of all consumers and a scheme of total rationing of coal was decided upon and put into effect from the 1st November 1943. Onward from that date, the War Resources Committee of Council, through the Central Priorities Committee took up the allocation of definite quotas for each industry within the total coal available for despatch and according to the availability of coal, the quotas were adjusted from month to month.

B. Commercial.

41. Alterations in rates and fares.—The policy of discouraging non-essential traffic followed in previous years with a view to facilitate the transport of Military Traffic and essential supplies for civilian consumption was continued and effective measures where possible were taken to achieve this end.

The more important changes made during the year were :—

(i) Six-monthly return tickets issued from certain stations on the North Western Railway to Simla, Summer Hill, Solon, Dharampore (Punjab), Kandaghat and Jabli stations on the Kalka-Simla Section were withdrawn.

(ii) Reduced rates quoted by the South Indian Railway for certain non-essential commodities were cancelled.

(iii) Special rates for certain commodities were quoted by the Jodhpur Railway with a view to save unnecessary long haulage and to stop rebooking.

(iv) Over the Bengal and Assam Railway, slack season reduced rates for jute were not introduced; the busy season rates were allowed to continue to operate throughout the year. Special rates applicable to tea packed in chests were extended to green tea and black tea in bags, certified as such and booked at owner's risk.

(v) The transshipment charges leviable at different transshipment stations on the Bengal and Assam Railway were enhanced.

(vi) The rule governing break of journey on passenger tickets at stations *en route* was amended. Prior to 1st October 1943, holders of single and return journey tickets for distances over 100 miles were allowed to break journey at the rate of one day for every 100 miles or part thereof. It was found that this rule lent itself to fraudulent practices. From 1st October 1943, the rule was revised and now the holders of single and return journey tickets for distances of more than 250 miles (actual distance) are allowed to break journey at the rate of one day for every 250 miles or part thereof in addition to the time occupied by the journey. No break of journey is permitted if the actual distance for which the ticket is issued is 250 miles or less. The distance between the starting station and the station at which journey is broken at first or between two stations at which the journey is broken subsequently must be in excess of 250 miles.

Owing, however, to special circumstances, a reduction was made in the fares and rates in the following instances :—

(i) Concession in fares was granted by the Bengal & Assam Railway to facilitate the removal of destitutes from Calcutta to certain stations on that railway;

(ii) To assist in the "Grow more food" campaign rates were reduced from a half to a quarter parcel rates for—

(a) seeds of all kinds booked by or on behalf of the Agricultural Department, and

(b) food crops and vegetable seedlings (plants graft and plants of fruit trees).

42. Special efforts to secure better wagon loads.—Railways continued to explore various methods to meet the increased demands on transport during the year. There was on the whole some improvement in the wagon position resulting from the imposition of restrictions on the movement of non-essential traffic and by the other measures taken to economise wagon usage. The securing of the maximum possible load for every wagon used continued to receive constant attention of railway administrations. Strict watch was also kept on the loading of wagons in Military and other depots to prevent wasteful use of wagon capacity. The policy of enhancing minimum weight conditions applicable to the principal commodities moving at reduced rates, initiated about two years ago, continued to be followed during the year under review. Accordingly, further enhancements in the minimum weight conditions were made and suitable weight conditions attached wherever possible. Lump sum rates on floor area basis were extended to certain other commodities on the East Indian and Bengal and Assam Railways.

The regulation of loading of smalls was further intensified by—

(i) extending the system of nominated loading of smalls on specific days instead of every day to other stations wherever possible; and

(ii) enhancing the minimum load of through road vans.

This resulted in a reduction in the use of wagons for the carriage of traffic in smalls.

43. Co-ordination of Rail, Road and Water Transport.—In order to relieve the strain on railways and to meet the situation arising out of restricted capacity, railways continued to make sustained efforts during the year under review to encourage traffic to move by other modes of transport. Brief particulars of the measures taken by certain railways in this respect are given below :—

Bombay Baroda and Central India Railway.

Goods traffic from (a) Karachi and (b) stations on the Kathiawar Railways to stations on the Bombay-Broach section of the Bombay, Baroda and Central India Railway and *vice versa* was diverted by the sea route. A certain amount of cotton to Bombay from the Broach and Surat Districts was also forced to move by sea on account of a restriction on rail bookings.

East Indian Railway.

Arrangements were made to move foodstuffs from upcountry stations to destinations in Assam *via* Patna Ghat and Indian General Navigation and Railway Co. steamers. Similarly special arrangements were made for moving stone ballast and coal from Ghats on the Bengal & Assam Railway, by steamers and thence to Calcutta Air-fields by rail.

Advantage was taken of Central Government lorries running in convoy from Bombay to Asansol to clear some goods traffic from Cawnpore.

South Indian Railway.

Investigation has been made into the possibility of introducing through booking arrangements by the sea-cum-rail route for goods traffic from stations on the railway to Bombay, Kathiawar, Karachi and other intermediate ports and *vice versa*, *via* Cochin, and it is expected that it will be possible to bring the arrangements into force during the year 1944-45.

H. E. H. the Nizam's State Railway.

Special arrangements were made for the road transport of foodgrains from various places in the interior to the nearest railheads for onward despatch by rail and the timings of road and rail passenger services received special attention with a view to improving the connections.

Madras and Southern Mahratta Railway.

The measures taken in 1942-43 to divert traffic between Bombay and Madras and Southern Mahratta Railway, metre gauge stations and Mysore Railway stations to the sea-cum-rail route *via* Mormugao Harbour and thus relieve the broad gauge section of the line between Poona and Bombay, were continued during the year. As a further measure, a ban was imposed with effect from 10th January 1944 on the movement of salt by rail from stations in the Bombay area to Madras and Southern Mahratta Railway metre gauge stations, south of Miraj and stations on the Mysore State Railway, and arrangements were made for this traffic to be moved *via* Mormugao Harbour by steamer and country craft. With effect from 13th March, however, the ban on movement by the all-rail route was lifted on bookings from certain of the producing centres in the Bombay area, as it was found inconvenient to arrange despatches from these points by the Mormugao route. For such movements as could be arranged *via* Mormugao, arrangements were concluded for through bookings with Bombay Steam Navigation Co., and five other agencies operating country crafts.

Oudh & Tirhut Railway.

Special rates were quoted for sugar, jagree and dal (pulses) from principal stations on this railway to stations in Assam *via* Paleza Ghat and *via* Semaria Ghat by the rail-cum-steamer routes, thus affording relief to the rail route *via* Katihar.

North Western Railway.

Special rates for commodities, which could be obtained from nearer sources of supply or were considered non-essential, were cancelled.

44. Closer contact with business interests.—Railways continued to maintain close contact with business interests. At several important centres, informal meetings were held with representatives of Chambers of Commerce, Trade Associations and other commercial bodies. The discussions covered a variety of subjects such as wagon supply, restrictions on booking, delays to goods, better transport facilities, delay in the settlements of claims, refund of overcharges, grant of "Clear Receipts" when consignments are loaded in sidings under supervision of railway staff, catering arrangements, and corrupt practices, etc.

45. Claims for compensation and refunds.—Due to complexities of operation created by the war, the heavy increase in traffic, congestion in yards and on sections, inferior packing and particularly the rise in prices making thieving more remunerative, a general increase in the number of claims since 1939 was inevitable. The number of claims received in 1943-44 constitutes a serious rise compared with 1942-43.

The number of applications for refunds of overcharges on goods and parcels also was higher than in the previous year and the time taken for settlement of these claims was comparatively higher than 1942-43. Thus the year closed with heavy outstanding balances on railways generally.

Additional staff for the disposal of claims was engaged and the strength of the watch & ward staff was considerably increased.

In order to eliminate unnecessary correspondence in regard to questions of inter-railway liability and to speed up the settlement of claims, a convention was agreed upon among the principal railways and came into force from November 1943. Under this convention—

(i) Claims of up to Rs. 25 are borne entirely by the paying railways, and

(ii) Claims exceeding Rs. 25 but below Rs. 1,000 are debited to a common pool, the total debit to the pool being divided monthly among the railways in proportion to the amounts paid by them as compensation during the past three years.

The following are some of the details by railways :—

Item No	Particulars.	B & A	D N	B. B. & C 1	F L	G I. P.	Tolh. pur.	M. & S. M.	My or	N S	N W.	O & T	S L.
1	Number of cases involving compensation for goods or parcels lost, damaged or delayed carried over as unsettled at the close of the preceding year	5,870	7,542	4,856	4,198	7,642	1,305	3,850	3,053	1,349	11,955	2,526	2,029
2	Number of claims received (and reopened) for compensation on account of goods or parcels lost, damaged or delayed during the current year.	22,144	20,626	20,124	27,151	30,719	1,653	17,142	6,975	2,905	25,513	10,269	15,952
3	Balance outstanding as unsettled at the close of the year.	6,188	11,215	3,516	1,717	6,911	1,233	4,823	5,433	1,111	10,720	3,095	3,252
4	Average time taken in settlement of claims (days)	94	95	79	50	86	101	13	131	82	48	124	60

46. Prevention of ticketless travel.—Increase in the number of passengers travelling without tickets occurred on all principal railways during the year under review, the increase over last year amounting to more than 7 lakhs, taking railways as a whole. The methods adopted by railways to detect and prevent ticketless travel were generally the same as in previous years. The difficulties of ensuring an efficient check were, however, accentuated due to (i) large numbers of military personnel travelling with unexchanged warrants; (ii) curtailment of train services resulting in overcrowding; and (iii) inadequate lighting in compartments due to shortage of electrical equipment.

Additional ticket checking staff were appointed on several railways to augment the existing staff and occasional surprise checks and summary trial of offenders by Magistrates on the spot were carried out on several railways with good results. Several Provincial Governments have given their full co-operation in this matter resulting in the appointment of Railway Magistrates to hold courts within the railway premises. On the Great Indian Peninsula Railway, such Magistrates were appointed at several stations during the year. On the North Western Railway, the Punjab and Sind Governments each appointed a touring Railway Magistrate for the trial of railway cases with jurisdiction throughout the Punjab and Sind Provinces respectively. All passengers detected travelling without ticket and who refused or failed to pay the charges on demand were produced before these Magistrates. Most of them paid the charges due; others were convicted and sentenced to various terms of imprisonment. On the East Indian Railway, special staff were appointed at the Commercial Headquarters to deal more adequately with frauds and to assist their detection by watching known offenders as well as staff suspected to be involved. The appointment of a Special Mobile Central Ticket Checking Squad introduced last year to work over the entire broad gauge system of the Bombay Baroda and Central India Railway proved satisfactory and it has been decided to set up a similar squad over the metric gauge section of the railway. Similarly, the South Indian Railway formed a Special Flying Squad for ticket checking. The movements of this squad are kept strictly confidential and the squad is sent to stations very often by road to make surprise checks. The work of the squad is having a deterrent effect on ticketless travel and commission of fraud. On the Bengal & Assam Railway, the "Batch System" of checking, introduced as an experimental measure from 1st January 1943, was continued. Under this system, batches consisting of three crews-in-charge and four crewmen each travelled together and changed trains at crossing stations. Trains are thus thoroughly and quickly checked. This system has proved specially useful in the suburban sections where the traffic is heavier but the distance is short.

47. Mela Traffic.—Owing to the Railway's inability to carry mela traffic in addition to the heavy traffic essential to the war effort and in order to conserve resources for the more essential demands, Provincial Governments, on requests from Railway Administrations concerned, issued prohibitory orders in exercise of their concurrent powers conferred on them by clause (a) Sub rule (I) of 85 (B) of the Defence of India Rules prohibiting the carriage by rail of persons proposing to travel to destinations in specified mela zones in respect of the more important of the melas and fairs held, unless the Railway Administrations were satisfied that the persons were proceeding to the destinations otherwise than for the purpose of taking part in the melas or fairs concerned. Some of the melas and fairs, travel of rail to which was thus prohibited, were—

Kartiki Mela at Garhmukhtesar
Kartiki Puranmashi Mela at Sonapore
Nankana Sahib Fair
Magh Mela at Allahabad
Piran Kaliar Mela at Roorkee
Khwaja Urs Fair at Ajmer

It was noticed, however, that in spite of these prohibitions, a large number of pilgrims managed to reach the mela centres by booking to destinations either short of or beyond the prohibited zones and then taking to modes of transport other than the Railway, for their further journey to mela centres. These pilgrims then sought direct movement by rail for their return journey from the mela centres, this in some cases forced railways to run special trains in the reverse direction in order to clear the pilgrims from the mela centres quickly to prevent spread of epidemics.

CHAPTER V

RAILWAY COLLIERIES

48. The output from the principal Railway Collieries during the year 1943-44 compares with the previous year's output as follows :—

Colliery.	Owned by	Output.	
		1942-43.	1943-44.
		Tons.	Tons.
1. Bhurkunda	B. & A., E.I. & N.W. Railways ..	129,055	129,173
2. Kargali	G. I. P. Railway	556,510	505,151
3. Kurharbaree & Serampore ..	E. I. Railway	430,612	502,918
4. Joint Bokaro	E. I. & B. N. Railways	951,235	842,120
5. Joint Sawang	Do.	50,941	57,157
6. Jarangdih	B., B. & C.I. & M. & S.M. Railways ..	55,908	53,695
7. Talcher	M. & S. M. Railway	195,088	192,895
8. Kurasia	B., B. & C. I. Railway	343,570	294,745
9. Argada	B. N. Railway	241,445	208,114
10. Deulbera	Do.	87,991	78,817
	Total ..	3,042,295	2,864,785

49. **Tonnage of Coal Inspected.**—The State Railways' Coal Department inspected 9,336,467 tons coal during 1943-44 as compared with 8,941,481 tons in 1942-43.

50. **Indian Coal Grading Board.**—The State Railways' Coal Department continued to carry out work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1943-44 was 707,361 tons.

51. **Coal Mined in India.**—In 1943 the coal mined in the various provinces of British India amounted to 22,447,494 tons as against 25,949,835 tons in 1942, a decrease of 3,502,341 tons.

52. **Coal despatched by Rail.**—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows :—

	1942-43.	1943-44.
	Tons.	Tons.
East Indian Railway	13,340,477	13,552,767
Bengal Nagpur Railway	8,851,889	8,354,173
Total ..	22,192,366	21,906,940

53. **Coal shipped from Calcutta.**—Shipments including Bunker coal from the port of Calcutta to Indian and Foreign Ports during 1943-44 amounted to 927,523 tons including coal for Ceylon Government Railways, as compared with 984,371 tons in 1942-43.

54. **Introduction of excavating plant.**—To meet the anticipated shortage of coal likely to arise through inadequate labour, the Calcutta Coal Committee recommended, in September 1943, the introduction of mechanical excavating plant in the State Railway Collieries at Bokaro, Kargali and Bhurkunda in order to step up the production. For the purpose of determining what plant was required for this proposal, it was arranged that two senior officers of the Engineer-in-Chief's Branch, (General Head Quarter India) would inspect the Collieries with the Chief Mining Engineer, Railway Board. As a result of this inspection it was decided to concentrate on Bokaro and Kargali Collieries only, and a complete list of the plant required for increasing the output was furnished by Engineer-in-Chief's Branch. Several items of this plant, together with the necessary military personnel, were loaned immediately and orders for the balance were placed in United Kingdom in December 1943. As a result of the introduction of this excavating machinery in the Bokaro Colliery a large quantity of soft overburden was removed during the latter part of the year exposing a considerable tonnage of coal.

CHAPTER VI

ROLLING STOCK AND MATERIALS

55. Additions to equipment.—During the year, the following locomotives and rolling stock, including arrears brought forward from previous years were on order for broad and metre gauge railways:—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	269	219 (include War Dept. Locomotives).
Coaching Stock	497 Units.	257 Units.
Goods Stock	10,828 " (include War Dept. wagons).	5,957 " (include War Dept. wagons).

New locomotives and rolling stock actually placed on the line during the year as additions or in replacement of condemned stock were as under:—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	55	182 (include War Dept. Locomotives).
Coaching Stock	101 Units.	50 Units.
Goods Stock	2,231 " (include War Dept. wagons).	3,485 " (include War Dept. wagons).

(One Unit = One four wheeler).

NOTE.—The particulars relate to all class I Railway excepting the Bikaner State Rly. whose figures have not been received.

55.1 Engines.—The average tractive effort per engine rose from 26,194 lbs., in 1942-43 to 26,357 lbs. in 1943-44 on the broad gauge, while that on the metre gauge fell from 14,935 lbs. to 14,928 lbs.

56. Supply of Rails and Fishplates from indigenous sources.—The restrictions on the supply of steel, referred to in the last year's Report, continued to operate in the year under review. The tonnage of rails and fishplates ordered from the two steel companies in India (viz. Messrs. The Tata Iron & Steel Co. Ltd., and the Steel Corporation of Bengal Ltd.), was, however, considerably greater than that ordered in 1942-43 and amounted to 66,303 tons of rails and 2,338 tons of fishplates. The actual quantity supplied against these orders in the year ending 31st March, 1944, however, amounted to 57,174 tons of rails and 2,155 tons fishplates only.

57. Value of Railway materials purchased.—The value of stores purchased by Class I Railways (excluding the Bikaner, Jodhpur, Mysore and H. E. H. the Nizam's State Railways which are mainly or wholly the property of Indian States) increased from Rs. 18.48 crores in 1942-43 to Rs. 26.71 crores in 1943-44. The value of 'indigenous materials' purchased increased by Rs. 750 lakhs and that of 'imported materials' by Rs. 73 lakhs. Considerable increases were registered under hardware, fuel and fuel oil (Rs. 297 lakhs), miscellaneous stores grouped in the statement below as "all other stores" (Rs. 270 lakhs), rolling stock (Rs. 174 lakhs) and permanent way material and track tools (Rs. 67 lakhs). A summary of the value of the stores purchased is given below. The detailed figures are given in Appendix A, pages 240-243 of Vol. II of this report.

Particulars.	Value of imported materials (in lakhs).			Value of indigenous materials (in lakhs).	Total purchases (in lakhs).	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1943-44.	1942-43.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A.—Bridge work and its parts, fittings and special fastenings . . . . .	..	..	..	1	1	4
B.—Engineering plant and components including all hand and power machinery . . . . .	..	9	9	3	12	11
C.—Workshop machinery, plant and equipment including pneumatic machinery and tools	2	17	19	6	25	26
D.—Permanent-way material and track tools	22	2	24	2,76	3,00	2,33
E.—Rolling Stock	23	1,08	1,31	2,32	3,63	1,89
F.—Building material, water mains, sewage system and track and yard enclosing material and signal and interlocking material, etc. . . . .	..	24	24	56	80	68
G.—Stores hardware, copper, tin and zincware, all leather, canvas and India-rubber in bulk, metals, painters' stores, timber and fuel and fuel oil, etc.	6	1,38	1,44	9,13	10,57	7,60
H.—Electrical and train and locomotive lighting plants and materials, etc., and telegraph and telephono equipment	2	47	49	38	87	81
All other stores	4	1,44	1,48	5,98	7,46	4,76
Total	59	4,89	5,48	21,23	26,71	18,48

571. Purchase of wooden sleepers.—The total amount spent on wooden sleepers on Class I Railways (excluding Bikaner, Jodhpur, Mysore and H.E.H. the Nizam's State Railways) was Rs. 1.01 crores in 1943-44 as compared with Rs. 99 lakhs in 1942-43.

58. In-take of Indigenous goods.—The comparative figures for the years 1942-43 and 1943-44 are given below. These include purchases made through the Supply Department and the Textile Commissioner, and purchases of foodgrains for Railway grainshops through Provincial Governments.

Railways.	Year.	Total value of purchases (in lakhs).				Percentage of Column 5 to Column 6.
		Stores imported direct.	Imported Stores purchased in India.	Stores of Indian manufacture or indigenous origin.	Total.	
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	
State-managed *	1942-43	10.56	3,18.77	9,78.80	13,08.13	74.8
	1943-44	42.01	3,70.41	15,74.73	19,87.15	79.3
Company-managed†	1942-43	21.06	1,25.11	3,94.03	5,40.20	72.9
	1943-44	16.84	1,18.89	5,48.03	6,83.76	80.1
Total	1942-43	31.62	4,43.88	13,72.83	18,48.33	74.3
	1943-44	58.85	4,89.80	21,22.76	26,70.91	79.5

* Does not include figures for O. & T. Railway for 1942-43, but includes for 1943-44.

† Includes figures for O. & T. Railway for 1942-43, but not for 1943-44, for which year only B.N., M. & S. M. and S.I. Railways are taken as Company-managed.

59. Value of stores Purchased through the Supply Department for State and Company managed Railways (Class I) ‡.—The comparative figures for 1942-43 and 1943-44 are :—

Railways.	Year.	Total value of Stores purchased. (in lakhs).	Value of Stores purchased through the Supply Department.	
			Amount. (in lakhs.)	Percentage of Col. 4 to Col. 3.
1	2	3	4	5
		Rs.	Rs.	
State-managed*	1942-43	13,08.13	5,28.14	40.4
	1943-44	19,87.15	3,71.13	19.2
Company-managed†	1942-43	5,40.20	26.73	4.9
	1943-44	6,83.76	52.62	7.8
Total	1942-43	18,48.33	5,54.87	30.0
	1943-44	26,70.91	4,23.75	15.9

Since the transfer of the Cotton Textiles Directorate of the Supply Department to the Department of Industries and Civil Supplies, on 14th May 1943, Railways have been making purchases through the Textile Commissioner. The value of such purchases during the period 14th May 1943 to 31st March 1944 is given below :—

Railways.	Value (in lakhs).
State-managed	Rs. 24.81
Company-managed	6.20
Total	31.01

* Does not include figures for O. & T. Railway for 1942-43, but includes for 1943-44.

† Includes figures for O. & T. Railway for 1942-43, but not for 1943-44, for which year only B. N., M. & S. M. and S. I. Railways are taken as Company-managed.

‡ Excludes Bikaner, Jodhpur, H. E. H. the N. S. and Mysore State Railways.

60. Value of stores purchases controlled by the Railway Board.—As in previous years, the Railway Board purchased rails, sleepers (steel, cast iron and wood) and wagons for State and Company-managed Railways and fuel and fuel oil for State-managed Railways. Compared with 1942-43 the position is :—

Railway.	Year.	Total value of Stores purchased (in lakhs).	Value of Stores purchases controlled by the Railway Board.	
			Amount (in lakhs).	Percentage of the total value of stores purchased.
State-managed*	1942-43	Rs. 13,08.13	Rs. 7,32.43	55.90
	1943-44	19,87.15	8,43.55	42.48
Company-managed	1942-43	5,40.20	1,77.03	32.77
	1943-44	6,83.76	1,44.69	21.20
Total	1942-43	18,48.33	9,09.46	49.20
	1943-44	26,70.91	9,88.24	35.87

* Does not include figures for O. & T. Railway for 1942-43, but includes for 1943-44.

61. Value of lease-lend purchases controlled by the Railway Board.—The total debit raised by the Deputy Chief Accounts Officer, American Purchases, New Delhi, against Railways in the year 1943-44 for the Lease Lend Stores controlled by the Railway Board amounted to Rs. 20,199. Goods to a much greater value than this figure, principally on account of locomotives, were, however, received in the year 1943-44. The debits for the materials which were not raised in 1943-44 will appear in the accounts for 1944-45.

62. Direct Purchases by Railways.—The value of direct purchases made by Railways during 1943-44 amounted to Rs. 1,228 lakhs, compared with Rs. 384 lakhs in 1942-43. The increase is mainly due to the purchases of foodgrains for Railway grainshops, and partly to the general rise in prices of all commodities.

63. Stores Balances.—The statement below compares the total stores balances at the end of 1943-44 with those at the end of 1942-43.

(In lakhs of rupees).

Year.	B. & A.	B. N.	B.B. & C. I.	E. I.	G.I.P.	M. & S. M.	N. W.		O. & T.	S. I.	Other Rys.	Total.
							Com-mercial.	Strate-gic.				
1942-43	1,74	1,91	1,33	2,38	2,02	81	3,05	38	58	99	11	15,28
1943-44	3,06	2,60	2,08	3,15	3,20	86	3,72	39	67	1,35	27	21,31

64. Efforts to obtain fuel economy.—The following measures were adopted with a view to secure economy in fuel consumption on Railways.

(i) Fuel Economy Organisations were active on all Railways and special fuel economy Officers were appointed, where they did not exist before.

(ii) A fuel economy meeting was convened by the Railway Board to enable the officers of the various railways to meet, for the purpose of discussing means of intensifying the existing measures of fuel economy and for the exchange of ideas in the matter of the introduction of new methods.

(iii) Posters in English and suitable Indian languages have been drawn up for exhibition in workshops, running sheds and other prominent places to serve as a constant reminder to all Railway staff concerned on the vital necessity for economy in coal consumption. Handbooks containing "Notes on Fuel Economy" and "Hints to Drivers and Firemen" have been prepared and circulated to the staff concerned.

(iv) Drivers and firemen are being trained in correct methods of locomotive operation and firing. Fuel and Power officers and inspectors by constant supervision, ensure that the stringent measures for fuel economy are enforced and that instructions are understood and carried out by the staff concerned.

(v) Records are maintained of coal consumed by individual drivers and/or locomotives; cases of high consumption being specially investigated.

(vi) Special attention to all questions in respect of the maintenance and designs of locomotives as affecting economy in coal consumption are kept continually under investigation.

(vii) Special attention is being given to maintain steam, water and air mains in good order.

(viii) The use in stationary boilers etc. of alternative fuels, such as smoke box char, cinders, sawdust, wood etc., was encouraged.

(ix) Increased provision of water softening plants, use of continuous blow downs for locomotive boilers and special attention paid to the standard of repairs have helped to reduce coal consumption to a minimum.

(x) Necessary checks at every stage viz.,

(a) the verification of the quantities received by Railways with the quantities invoiced to them from collieries ;

(b) a check upon the quantities received, the issues recorded and the balance remaining ; and

(c) the frequent verification of coal stocks

were introduced to detect wastage, pilferage or thefts and necessary remedial measures were taken.

As a result of these measures and the active interest evinced by the Railways in this matter, it was found possible to obtain substantial fuel economies.

65. Rationalisation Committees.—In order to reduce to a minimum the demands for the supply of duplicate locomotive parts made on the manufacturing capacity in the United Kingdom and on the indigenous capacity under the Supply Department, it was decided early in 1943 to rationalize the capacity available in the various workshops of the different railways throughout India.

Six groups arranged on a geographical basis were formed and meetings are held periodically to co-ordinate demands and arrange material supplies against forward planning. Information regarding spare capacity available in workshops is exchanged among the various groups and arrangements for its utilisation made where considered necessary.

CENTRAL STANDARDS OFFICE FOR RAILWAYS.

66. Civil Engineering Branch.—During the year under review, the more important designs issued by the Civil Engineering Branch included :—

(a) *for military requirements.*—Military Metre Gauge Railway Bridging handbook, unit construction 60 ft. spans, additional Callender-Hamilton Railway bridge material, light steel trestles and erection parts, Broad Gauge turnouts and parts converted from standard gauge material, movable gantries for erection of American built metre gauge wagons and statements and diagrams for the transport of armoured fighting vehicles by rail ;

(b) *for the Bengal & Assam Railway.*—150 ft. through type open web girder spans, 100 and 80 ft. half-through type and 100 ft. deck type plate girder spans for Metre Gauge M. L. standard and 100 ft. half-through type plate girder spans for Broad Gauge M. L. standard ;

(c) *Indian Railway Standards and advance designs :—*150 ft. through type open web girder spans for Broad Gauge M. L. standard—preliminary drawings, facing point lock and other signalling and inter-locking fittings.

66.1. Civil Engineering Publications.—A number of correction slips to the Steel Bridge and Steel Structures Codes were issued during the year under review. The Welding Code was put into final form by the Bridge Standards Committee at their 24th meeting.

67. Mechanical Engineering Branch.—During the year under review the more important drawing and design work undertaken included :—

(a) (i) Construction & part drawings for BWL type broad gauge bogie well wagon of 50 tons capacity, redesigned to utilise rationalised steel sections and to eliminate the use of steel castings as far as possible.

(ii) Redesign of the barrel of the XT₁ class boiler to facilitate building of these boilers at the Ajmer shops of the Bombay, Baroda and Central India Railway utilising sizes of boiler plate manufactured in India.

(iii) Design of connecting rod of rectangular section for BESA 0-6-0 type locomotives.

(iv) Investigation into interchangeability of the boilers of the engines of the BESA 2-8-0 & 0-6-0 types on various railways to enable a bulk order for boilers to suit all railways to be placed.

(b) Over 100 new war drawings were prepared relating to ambulance trains, air conditioned ward cars, generator cars, blood transfusion cars, conversion of horseboxes to casualty cars, and of box cars to sheep vans.

The normal work of the mechanical drawing office in keeping standard drawings of rolling stock up-to-date continued as far as the prior demands of war work permitted.

68. Specifications Branch.—Due to the war, the normal work of the Specifications Branch was restricted to issuing three new Indian Railway Standard specifications and revising six others. During the period under review six new Indian Stores Department specifications were adopted for use on Indian Railways, while five Indian Stores Department and six British Standard specifications already adopted by the Board were modified by the respective authorities and approved by the Board.

War Emergency relaxations and/or revisions to 23 Indian Railway Standard specifications as also a War Emergency Revision of the Indian Railway Standard Catalogue for Grinding Wheels and Segments were issued during the year.

Particular specifications for the wagons included in the War Department's Reserve Call were prepared and issued.

69. War Branch.—

69.1. Rolling stock and Ambulance Trains.—The Central Standards Office continued to be responsible for arrangements for the supply from Indian Railways of the War Department requirements of locomotives and rolling stock for service in India and Overseas. The requirements of the War Department of broad gauge and metre gauge ambulance trains, kitchen cars, ambulance coaches, etc., for use in India continued to increase and were met by conversions of the existing stock.

Following the receipt of air conditioning equipment from the U.K. and U.S.A., the work of air conditioning two ward cars of each ambulance train was commenced under the general direction of the Central Standards Office.

Due to the improved war situation in the Middle East and the greater need of locomotives and rolling stock for use in India, arrangements for the return of locomotives and rolling stock from overseas were also initiated.

69.2. Movement of over-dimensional Consignments.—At the request of the military authorities movement of various types of armoured fighting vehicles and tank transporters, which infringe maximum moving dimensions when loaded on railway wagons, was investigated. Four printed statements, shewing restriction on the movement of these vehicles over main broad and metre gauge routes throughout India, were issued, together with a map on which the positions of all restrictions are shewn.

Many types of Army and Air Force mechanical transport vehicles also infringe maximum moving dimensions when loaded on railway wagons. To enable the movement of these, as well as of other types of over-dimensional consignments, to be readily investigated, railways were asked to supply minimum fixed structure diagrams for all important broad and metre gauge routes for embodiment in a single comprehensive statement.

70. Standardization Committees.—The Bridge and Signalling and Interlocking Standards Committees met once during the year. On account of members being pre-occupied with war work of overriding importance no meetings of the following standardization committees could be held during the year :—

- (i) Track Standards Committee,
- (ii) Locomotive Standards Committee,
- (iii) Carriage and Wagon Standards Committee,
- (iv) Standing Committee on Standards and Specifications for Indian Railways and
- (v) Electrical Standards Committee.

71. Research and Development.

71.1. Civil Engineering Branch.—Trials of various track fittings and tools were continued. Tests of open goods wagon, OH type, were carried out at Moghalpura in order to compare the stresses under vertical loads, drawbar pull and buffing forces with those measured in the previous series of tests on a covered wagon.

71.2. Specifications Branch.

(i) *Paint & Steel Corrosion Tests.*—The paint and steel corrosion test panels were examined and the tests continued.

(ii) *Reclamation.*—The Central Standards Office undertook the responsibility of acting as a clearing house for information regarding reclamation of materials in railway workshops and the work of collecting the required data was taken up.

71.3. Mechanical Research Branch.—The activities of the Mechanical Research Branch were restricted due to war conditions but it was possible for the Dynamometer Car staff to complete the field work of trials carried out on BESA 2-8-0 locomotives on the East Indian Railway forming part of an investigation into the influence of boiler proportions on their efficiency. Field work on the North Western Railway was also carried out as part of an investigation into suitable proportions for blast pipe and chimney of BESA 0-6-0 type engines. Analysis of results of trials was continued during the rest of the year.

In the metallurgical field the Mechanical Research Branch continued to co-ordinate the researches undertaken in Railway Laboratories on

- the manufacture of High Duty Cast Iron
- conservation of Non-ferrous Metals and
- dephosphorisation of Steel Castings.

At the request of the Director of Metals, Department of Supply, an investigation was carried out into possible substitutions of ferrous castings for non-ferrous fittings of locomotive, carriage and wagon stock and signalling and interlocking gear. A comprehensive list of substitutions was forwarded to railways for information.

Affiliation with the British Cast Iron Research Association was effected on behalf of the Railways of India.

The Central Standards Office Research Organisation continued to be represented at the Metallurgists & Chemists Sub-Committee of the Mechanical Section of the Indian Railway Conference Association.

CHAPTER VII

STAFF

72. Number of Staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1943-44 was 889,056 as compared with 827,244 at the end of 1942-43. The total route mileage at the end of the year was 40,512. The following table shows the number of employees by communities on the 31st March 1943 and 1944. A similar statement showing details by railways is given as Appendix C-I, pages, 246-247, of Volume II of this report.

Date.	Europeans.	INDIANS.									GRAND TOTAL.
		Hindus.		Muslims.	Anglo-Indians and Domi-ciled Euro-peans.	Sikhs.	Indian Christians.	Parsis.	Other commu-nities.	Total.	
		Hindus other than Depressed classes.	De-pressed classes.								
31st March 1943*	1,823	464,645	123,280	100,916	12,270	9,442	20,872	1,670	2,426	826,421	827,244
31st March 1944	1,761	498,198	131,582	208,190	12,262	9,397	22,212	1,579	2,925	887,295	889,056

NOTE.—These figures exclude staff on loan from the Indian Audit and Accounts Service.

* Revised figures due to changes made by the railway administrations in the figures published last year.

73. Cost of Staff.—The following statement shows the number and cost of all staff, gazetted and non-gazetted, permanent and temporary, open line and construction, employed on Class I Railways during the years 1942-43 and 1943-44. Contractors' labour is not included.

Railway System.	Year.	NUMBER OF STAFF ON 31st MARCH.							† COST OF STAFF DURING THE YEAR ENDING 31st MARCH.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service.	Gazetted Officers.	Non-gazetted employees.	Total.	Total including staff on loan from the Indian Audit and Accounts Service.
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.					
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Bengal & Assam .	1943	173	92,610	92,783	..	..	..	1	28,95,186	4,53,58,079	4,82,53,265	4,82,80,955
	1944	208	116,189	116,397	..	..	..	1	35,40,835	5,89,22,968	5,74,53,808	5,74,93,612
Bikaner State .	1943	17	4,600	4,617	..	..	..	..	1,93,060	14,12,694	16,05,744	16,05,744
	1944	19	4,564	4,583	..	..	..	..	1,82,017	14,01,880	15,84,897	15,84,897
Bengal Nagpur .	1943	103	81,314	81,507	..	..	..	..	30,43,794	4,68,28,936	4,98,72,730	4,98,72,730
	1944	200	86,415	86,615	..	..	..	..	27,75,080	5,28,78,774	5,58,53,854	5,58,53,854
Bombay, Baroda and Central India.	1943	163	70,237	70,400	..	1	1	..	25,25,125	4,61,05,432	4,86,30,557	4,86,30,557
	1944	181	75,769	75,950	..	4	4	..	25,50,518	4,99,14,482	5,25,84,998	5,25,84,998
East Indian .	1943	238	*140,211	*140,440	..	*995	*995	3	47,36,501	7,46,97,114	7,94,33,615	7,95,47,566
	1944	240	149,922	150,162	8	6,647	6,655	5	48,21,745	8,30,45,189	8,84,78,984	8,85,78,415
Great Indian Peninsula.	1943	210	117,622	117,832	..	..	..	..	38,08,020	7,28,07,924	7,67,05,044	7,67,05,944
	1944	212	124,114	124,326	..	..	..	..	38,49,647	6,74,42,025	7,12,91,672	7,12,91,672
Jodhpur .	1943	30	8,555	8,585	..	..	..	1	3,61,335	36,05,173	39,66,508	39,87,282
	1944	32	8,256	8,288	..	..	..	8	4,20,944	37,92,846	42,18,290	42,33,430
Madras and Southern Mahratta.	1943	138	53,057	53,195	..	..	..	..	22,92,547	3,05,75,074	3,28,67,621	3,28,67,621
	1944	142	57,520	57,672	..	..	..	..	23,80,978	3,42,14,837	3,65,95,810	3,65,95,810
Mysore State .	1943	*36	*7,600	7,636	..	..	..	..	*2,12,271	*27,64,515	*20,77,786	*29,77,786
	1944	41	7,963	8,004	..	..	..	..	2,31,850	32,98,458	35,30,318	35,80,818
Nizam's State .	1943	68	16,008	16,076	1	15	16	..	9,00,708	75,46,407	84,47,115	84,47,115
	1944	72	16,044	16,116	1	10	11	..	9,19,129	84,56,384	93,76,018	93,76,018

Railway System.	Year.	NUMBER OF STAFF ON 31ST MARCH.							† COST OF STAFF DURING THE YEAR ENDING 31ST MARCH.			
		OPEN LINES.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service.	Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total includ- ing staff on loan from the Indian Audit and Accounts Service.
		Gazet- ted Officers.	Non- gazet- ted employees.	TOTAL.	Gazet- ted Officers.	Non- gazet- ted employees.	TOTAL.					
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
North Western	1943	248	*117,547	*117,795	..	3	3	4	*30,07,100	*6,09,02,317	*7,30,50,616	*7,40,42,170
	1944	248	120,834	120,932	..	2	2	4	40,84,012	7,55,00,405	7,95,84,507	7,98,43,250
Oodh and Tirhut	1943	86	35,793	35,780	..	..	..	..	14,30,471	1,17,47,863	1,31,87,334	1,31,87,334
	1944	98	38,204	38,300	..	..	..	..	11,37,800	1,23,01,828	1,87,39,128	1,87,39,128
South Indian	1943	117	42,206	42,413	..	..	..	..	16,64,500	2,21,17,062	2,37,82,162	2,37,82,162
	1944	130	42,788	42,918	..	..	..	..	17,30,809	2,50,85,989	2,68,22,638	2,68,22,638
Railway Clearing Accounts Office.	1943	4	1,845	1,840	..	..	..	2	82,605	17,46,160	18,28,764	18,52,077
	1944	4	2,002	2,008	..	..	..	2	52,242	20,19,410	20,71,652	21,12,791
TOTAL	1943	*1,721	*780,205	*790,026	1	*714	*715	11	*2,82,43,322	*43,72,76,330	*46,55,18,661	*46,57,96,052
	1944	1,325	850,444	852,289	9	6,663	6,672	13	2,87,73,468	47,41,75,038	50,29,48,507	50,32,25,319

* Represents revised figures for 1942-43 due to changes made by the railway administrations in the figures published last year.

† The figures of cost represent pay, allowances, passages, provident fund contribution and gratuity.

A comparison of the figures for 1943-44 with those for the previous year shows that the total number of staff employed on the open lines of State and Company-managed Railways increased by 61,343 during the year, the number of construction staff increased by 5,957 and the number of staff on loan from the Indian Audit and Accounts Service increased by 2.

The total cost of staff including that of staff on loan from the Indian Audit and Accounts Service increased by Rs. 3,74,29,267 during the year. Increases were recorded both in the numbers and cost of staff on State-owned Railways. The general increase in numbers was due to employment of additional staff to cope with the increased traffic and the rise in cost was due to the grant of enhanced rate of dearness allowance and the payment of military compensatory and ration allowances to staff enrolled in Defence of India Military Units in certain areas.

74. Indiansation.

74.1 State-managed Railways.—(i) *Direct Recruitment*.—*Superior Services*.—57 appointments were made to the Superior Railway Services by direct recruitment. Details are given below :—

(i) *Direct recruitment*.

Department.	VACANCIES FILLED BY								
	Europeans.	Indians.							Total.
		Hindus.		Muslims.	Anglo-Indians and Domicil- ed Euro- peans.	Sikhs.	Indian Christians.	Parsis.	
		Other than Depressed classes.	Depressed classes.						
Engineering	19	..	5	1	..	2	..	27
Accounts	2	..	..	..	..	..	..	2
Transportation (Traffic) and Commercial.	..	8	..	7	1	1	1	..	18
Transportation (Power) and Mechanical Engineering.	..	5	..	1	..	..	..	..	6
Other Departments	4	..	..	..	..	..	..	4
Total	38	..	13	2	1	3	..	57

The non-recruitment of Europeans was due to the suspension of recruitment in the United Kingdom for the duration of the war.

The shortage of Muslim recruitment was due to—

(i) there being only one Muslim candidate amongst the six special class apprentices who were originally recruited in 1937 and were appointed to the Mechanical Engineering and Transportation (Power) Department in 1943 after completion of six years training.

(ii) The requisite number of qualified Muslim candidates not being forthcoming for appointment in the Engineering Department.

The deficiencies in recruitment of Scheduled Castes were due to the fact that no qualified candidates were available for appointment to the Superior Railway Services.

(ii) Promotions.

(a) *Superior Services.*—Fourteen officers were promoted from the Lower Gazetted Service to the Superior Services during the year; of these two were Europeans, six Hindus and six Anglo-Indian or Domiciled Europeans.

(b) *Lower Gazetted Service.*—Nineteen promotions were made to the Lower Gazetted Service in the various Departments. Of these four were Europeans and fifteen Indians. Of the latter eight were Hindus, one Muslim and six Anglo-Indians and Domiciled Europeans.

74.2 Company-managed Railways.—(i) *Direct Recruitment.*—*Superior Services.*—The table below gives a summary of direct recruitment made to the Superior Services on Company-managed Railways (excluding Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's State Railways) during the year under review.

(i) Direct recruitment.

Department.	Europeans.	Indians.							
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Total.
		Other than Depressed classes	Depressed classes						
Administration . . .	..	..	..	..	..	..	..	..	..
Accounts . . . . .	..	..	..	..	..	..	..	..	..
Engineering . . . . .	..	3	1	1	..	..	..	..	5
Transportation (Traffic) and Commercial.	1	1	..	2	..	..	..	..	3
Mechanical . . . . .	..	1	..	..	..	..	..	..	1
Stores . . . . .	..	1	..	..	..	..	..	..	1
Other Departments . .	..	1	..	..	..	..	..	..	1
Total	1	7	1	3	..	..	..	..	11
Europeans		8.3%		Indians 91.7%					

(ii) Promotions.

Fifteen officers were promoted from lower ranks to the Superior Services during the year. These comprised seven Anglo-Indians or Domiciled Europeans, seven Hindus and one European.

A detailed statement by individual railways will be found in Appendix C-V (a), pages 268 to 269, of Volume II of this report.

State and Company-managed Railways.

The over-all direct Indian recruitment to Superior Railway Services on the State and Company-managed Railways, taken together, gives percentages as follows:—

	Percent.
Hindus { other than Depressed Classes —	66.2
Depressed classes	1.5
Muslims	23.5
Anglo Indians and Domiciled Europeans	2.9
Sikhs	1.5
Indian Christians	4.4

75. Review of the progress made since 1934.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1934, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II, to subordinate staff on scales of pay rising to Rs. 250 and over if they are on the old scales of pay, and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on the new scales of pay.

PART I.

Statement of gazetted officers (both Superior and Lower Gazetted Service) on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (permanent and temporary) (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) on the 31st March 1934, 31st March 1943 and 31st March 1944.

Name of Railway.	31st March 1934.										31st March 1943.										31st March 1944.												
	Indians.										Indians.										Indians.												
	Hindus.		Anglo-Indians and Domestic Euro- peans.		Sikhs.		Indian Christians.		Other communities.		Total.		Total number on the Railway (column 13 plus 25).		Hindus.		Anglo-Indians and Domestic Euro- peans.		Sikhs.		Indian Christians.		Other communities.		Total.		Total number on the Railway (column 34 plus 33).						
Other than Depressed classes.	Depressed classes.	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34		
State-managed Railways.																																	
Bengal & Assam.	95	57	11	18	3	3	1	93	188	53	73	..	16	24	3	3	13	2	121	173	70	81	..	15	31	3	3	2	..	138	208		
Bombay, Baroda and Central India.	123	32	13	2	1	3	7	18	171	67	102	..	15	9	1	6	13	..	96	163	75	54	..	20	31	3	3	2	..	106	181		
East Indian.	174	78	14	34	3	2	..	133	307	73	102	..	19	33	5	3	3	..	165	278	73	110	..	20	34	5	7	16	..	175	298		
Great Indian Peninsula.	145	35	11	0	..	7	6	68	213	88	61	..	15	21	6	14	8	..	122	210	84	64	..	17	31	2	14	0	..	123	212		
North Western.	136	80	23	14	10	5	..	131	257	60	92	..	41	25	15	4	1	1	170	248	73	60	..	44	33	14	2	1	..	175	298		
Oudh and Tirhut.	69	9	7	2	..	..	..	18	87	44	16	..	13	8	4	1	..	..	42	86	43	32	..	15	11	4	1	..	..	53	96
Railway Board and miscellaneous Offices.	38	10	..	..	6	..	1	24	62	34	29	..	1	7	2	..	..	..	12	76	36	31	..	7	8	3	..	..	..	49	85
Total	780	301	74	85	17	21	..	515	1,205	427	424	..	123	127	32	31	27	3	767	1,194	154	435	..	133	140	32	30	31	3	824	1,278		
Company-managed Railways.																																	
Bengal Nagpur.	125	42	7	14	2	1	..	63	103	77	59	..	20	32	4	..	1	..	116	101	72	61	..	23	37	4	..	1	..	128	200		
Madras and Southern Mahratta.	90	27	..	6	2	3	..	43	139	59	53	..	7	7	2	6	4	..	79	133	60	53	..	8	6	2	7	0	..	82	142		
South Indian.	73	45	1	9	..	1	..	56	129	34	64	..	8	7	1	3	..	..	83	117	38	71	..	0	7	3	..	..	..	92	130
Collieries (B. N. Railway).	..	..	..	..	..	..	..	..	..	1	3	..	..	..	..	..	..	..	3	4	1	3	..	..	..	..	1	3	..	3	4
Total	294	114	8	20	4	5	..	167	401	171	179	..	35	46	7	9	5	..	281	452	171	190	..	40	50	7	10	7	..	305	496		
GRAND TOTAL	1,074	415	82	114	21	26	..	682	1,756	598	603	..	158	173	39	40	32	3	1,048	1,646	325	645	1	173	190	39	40	39	3	1,129	1,754		

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

		\$1934.	1943.	1944.			\$1934.	1943.	1944.		
Europeans	{	State-managed Railways	60.23	35.76	35.53	{	State-managed Railways	1.31	2.68	2.50	{
		Company-managed Railways	67.77	37.83	35.92		Company-managed Railways	0.87	1.55	1.48	
		TOTAL	61.16	36.33	35.63		TOTAL	1.20	2.37	2.23	
{	{	State-managed Railways	23.24	35.51	35.60	{	State-managed Railways	1.62	2.60	2.35	{
		Company-managed Railways	24.73	38.60	39.91		Company-managed Railways	1.08	1.99	2.10	
		TOTAL	23.63	36.63	39.77		TOTAL	1.48	2.43	2.29	
{	{	State-managed Railways	{	State-managed Railways	†	2.26	2.47	{
		Company-managed Railways	..	..	0.21		Company-managed Railways	†	1.11	1.48
		TOTAL	..	..	0.09		TOTAL	†	1.95	2.17
{	{	State-managed Railways	5.72	10.30	10.41	{	State-managed Railways	1.31	0.25	0.34	{
		Company-managed Railways	1.74	7.74	8.40		Company-managed Railways	1.52	..	..
		TOTAL	4.97	9.60	9.86		TOTAL	1.37	0.18	0.17	
{	{	State-managed Railways	6.57	10.64	10.85	{	State-managed Railways	39.77	64.24	64.48	{
		Company-managed Railways	6.29	10.18	10.50		Company-managed Railways	36.23	62.17	64.08	
		TOTAL	6.40	10.51	10.82		TOTAL	39.84	63.67	64.37	

† Parsis included in "other communities" in 1934.

§ Figures for B. N. & W. and R. & K. railways which were company-managed railways in 1934 have been included in O. & T. R. railways for purposes of comparison. Percentages have been altered accordingly for 1934 and 1943.

Note.—The staff on loan from the Indian Audit and Accounts Service are not included.

Part II

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over if they are on old scales of pay and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on new scales of pay (permanent and temporary) employed on Class I Railways (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways), on the 31st March 1934, 31st March 1943 and 31st March 1944.

Name of Railway.	31st March 1934.											31st March 1943.											31st March 1944.										
	Hindus.					Indians.			Indians.			Hindus.					Indians.			Hindus.					Indians.			Hindus.					
	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 11, plus 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 13, plus 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 24, plus 33).	
- State-managed Railways.																																	
Bombay, Baroda and Central India	80	176	1,305	1,052	354	2,503	142	182	242	5,075	710	2,425	11	559	2,364	148	109	199	95	0,000	0,716	0,51	2,817	10	668	2,307	159	204	194	102	6,467	7,121	
East Indian	130	300	181	201	10	305	10	12	0	649	830	335	1	39	480	10	18	3	2	903	046	40	341	1	30	521	26	17	3	3	988		
Great Indian Peninsula	477	468	08	51	..	184	..	4	6	245	313	83	..	2	140	1	0	0	1	290	277	36	82	..	2	147	1	7	6	..	988		
North Western	252	225	39	30	..	169	..	10	1	266	305	12	11	5	113	..	..	..	..	251	203	11	109	..	6	104	..	25	..	..	244	265
Oudh and Tirhut	333	337	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	11	..	10	..	..	..	..	..	..	..	10	..
Railway Board and miscellaneous offices.	1	134	..	..	27	24	12	5	2	204	205	17	192	1	76	..	..	..	..	127	232	5	228	1	54	18	17	7	..	325	330	
TOTAL	1,305	1,052	..	..	354	2,503	142	182	242	5,075	710	2,425	11	559	2,364	148	109	199	95	0,000	0,716	0,51	2,817	10	668	2,307	159	204	194	102	6,467	7,121
- Company-managed Railways.																																	
Bombay, Baroda and Central India	181	201	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Andhra and Southern Mahratta	08	51	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Indian	39	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Collieries (B. N. Railway)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL	288	342	..	..	25	738	16	20	13	1,169	1,448	03	543	1	712	20	43	0	3	1,404	1,497	86	642	1	44	772	27	49	0	3	1,447	1,533
GRAND TOTAL	1,593	1,994	..	..	370	3,241	158	208	255	6,245	7,828	12	2,068	12	2,076	168	152	199	98	7,404	8,207	740	3,350	17	712	3,070	186	253	203	103	7,914	8,654

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

Name of Railway.	1934.					1943.					1944.				
	State-managed Railways	Company-managed Railways	TOTAL	Sikhs	Indian Christians	State-managed Railways	Company-managed Railways	TOTAL	Sikhs	Indian Christians	State-managed Railways	Company-managed Railways	TOTAL	Sikhs	Indian Christians
Europeans	20.46	19.89	19.89	10.68	6.21	5.61	0.18	5.61	..	..	..	..	..	..	..
Indians	25.89	23.62	23.62	36.14	30.27	35.38	30.50	35.38	..	..	..	..	..	..	..
Other than Depressed classes.	25.47	23.62	23.62	36.14	30.27	35.38	30.50	35.38	..	..	..	..	..	..	..
Depressed classes.	..	..	..	0.10	0.07	0.07	0.22	0.07	..	..	..	..	..	..	..
Muslims	5.55	1.73	1.73	8.33	2.87	2.87	0.38	2.87	..	..	..	..	..	..	..
Anglo-Indians and Domiciled Europeans.	30.23	50.97	50.97	35.23	48.67	50.30	32.40	50.30	..	..	..	..	..	..	..
TOTAL	41.40	37.85	37.85	37.85	37.85	37.85	37.85	37.85	..	..	..	..	..	..	..

* Revised figures.

† Parsis included in "other communities" in 1934.

§ Figures for B. & N. W. and R. & K. Rys. which were Company-managed Rys. in 1934 have been included in O. & T. Ry. under State-managed for purposes of comparison. Percentages have been altered accordingly for 1934 and 1943.

It will be observed that the Indian element in the superior services has risen from 39·77 per cent. on State-managed and 36·23 per cent. on Company-managed Railways in 1934 to 64·48 per cent. on State-managed and 64·08 per cent. on Company-managed Railways in 1944. Among Indians the percentages by communities in the years 1934 and 1944 were as shown below :—

Communities.		State-managed railways.		Company-managed railways.	
		Percentages.		Percentages.	
		1934.†	1944.	1934.†	1944.
Hindus	Other than depressed classes	23·21	35·60	24·73	39·81
	Depressed classes . . . . .	..	..	..	0·21
Muslims		5·72	10·41	1·74	8·40
Anglo-Indians and Domiciled Europeans		6·57	10·95	6·29	10·50
Sikhs		1·31	2·50	0·87	1·48
Indian Christians		1·62	2·35	1·08	2·10
Parsis		*	2·43	*	1·48
Other Communities		1·31	0·24	1·52	..

* Parsis were included in "other communities" in 1934.

† Revised due to the transfer of management of O. & T. viz B. & N. W. and R. & K. Railways to the State.

Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over in the old scales of pay and to Rs. 200 per mensem and over in the new scales of pay, the corresponding figures are as under :—

Communities.		State-managed railways.		Company-managed railways.	
		Percentages.		Percentages.	
		1934.†	1944.	1934.†	* 1944.
Europeans		20·45	9·18	19·89	5·61
Indians—					
Hindus	Other than depressed classes	25·89	39·56	23·62	35·36
	Depressed classes . . . . .	..	0·23	..	0·07
Muslims		5·55	9·38	1·73	2·87
Anglo-Indians and Domiciled Europeans		39·23	32·40	50·97	50·36
Sikhs		2·23	2·23	1·10	1·76
Indian Christians		2·85	2·87	1·79	3·19
Parsis		*	2·72	*	0·59
Other Communities		3·80	1·43	0·90	0·19
Total Indians		79·55	90·82	80·11	94·39

* Parsis were included in "Other communities" in 1934.

† Revised due to the transfer of management of O. & T. viz, B. & N. W. and R. & K. Railways to the State.

76. Representation of minority communities in subordinate railway services.—The figures given in Appendix C. V(b), pages 270-271, of Volume II of this report show by communities, the number and percentage of subordinate staff (excluding inferior servants and labourers), recruited to both permanent and temporary posts on State and Company-managed Railways during the year

1943-44. The following figures show the over-all percentages on State and Company-managed Railways during the nine years ending with 1943-44.

	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.
<i>(i) Combined percentage figures of permanent & temporary recruitment.</i>									
Europeans	0.19	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.0
Hindus	57.09	54.1	55.0	55.0	57.5	58.9	62.1	66.0	67.3
Muslims	28.50	31.2	20.9	29.0	20.2	28.8	27.5	24.7	24.9
Anglo-Indians and Domiciled Europeans.	8.33	8.7	9.2	7.6	7.5	0.9	3.9	3.5	2.8
Sikhs	1.70	2.1	2.3	2.2	2.1	2.2	2.2	2.1	1.6
Indian Christians	3.49	3.1	2.8	3.4	3.0	4.3	3.5	3.0	2.9
Parsis	0.32	0.3	0.5	0.5	0.3	0.0	0.5	0.4	0.3
Other communities	0.38	0.3	0.2	0.3	0.2	0.2	0.2	0.2	0.2
<i>(ii) Percentage figures of permanent recruitment.</i>									
Europeans . . . . .	..	0.5	0.4	0.3	0.2	0.1	0.1	0.1	0.0
Hindus . . . . .	..	55.6	56.0	54.4	58.0	58.7	65.0	68.6	60.6
Muslims . . . . .	..	26.4	26.5	27.1	24.8	23.3	21.5	19.3	25.7
Anglo-Indians and Domiciled Europeans.	..	10.7	10.9	10.3	9.5	0.6	5.7	5.3	6.8
Sikhs . . . . .	..	1.2	1.8	2.2	1.8	1.3	1.2	1.3	1.1
Indian Christians . . . . .	..	4.5	3.0	4.2	4.5	5.0	5.2	4.2	4.4
Parsis . . . . .	..	0.5	0.6	0.9	0.8	1.0	1.0	0.8	0.7
Other communities . . . . .	..	0.6	0.2	0.6	0.4	0.4	0.3	0.4	0.7
<i>(iii) Percentage figures of temporary recruitment.</i>									
Europeans . . . . .	..	..	0.1	..	0.2	0.1	0.1	0.1	0.0
Hindus . . . . .	..	53.0	54.4	56.9	57.0	55.8	60.8	65.4	67.9
Muslims . . . . .	..	34.6	31.8	31.4	31.9	31.9	30.0	28.0	24.8
Anglo-Indians and Domiciled Europeans.	..	7.4	8.3	6.1	6.3	5.4	3.2	3.0	2.4
Sikhs . . . . .	..	2.8	2.5	2.2	2.4	2.7	2.6	2.2	1.6
Indian Christians . . . . .	..	2.1	2.4	3.0	2.0	3.5	2.8	2.8	2.8
Parsis . . . . .	..	0.1	0.4	0.3	0.1	0.4	0.3	0.3	0.3
Other communities . . . . .	..	..	0.1	0.1	0.1	0.2	0.2	0.2	0.2

NOTE.—Separate figures for permanent and temporary recruitment are not available for 1935-36.

From the figures given above, it will be noticed that while Muslims just failed to obtain their required quota in the combined figure for permanent and temporary recruitment, they obtained more than the prescribed percentage in permanent posts. The Anglo-Indian and Domiciled European community, on the other hand, failed more markedly to obtain their stipulated reservation. In both these cases, the shortage in recruitment of these minority communities was due to the poor response received to advertised vacancies.

77. Reservation for Scheduled Castes.—In pursuance of the undertaking given in the Central Legislative Assembly in 1942, the Government of India have reviewed the policy which they have followed since 1934 in regard to the representation of Depressed Classes, since described in the Government of India Act, 1935 as "Scheduled Castes", in services under their administrative control. In their Home Department Resolution No. F. 14/17-B/33, dated the 4th July 1934, the Government of India stated that in the then state of general education among these classes they did not consider that any useful purpose would be served by reserving for them a definite percentage of vacancies. In order, however, to secure a fair representation for Scheduled Castes they directed that duly qualified members of these classes might be nominated to a public service even though recruitment to that service was made by competition. The results obtained from this and other measures have not, however, so far been substantial and the Government of India, on reconsideration felt that the reservation of a definite percentage of vacancies might provide the necessary stimulus to candidates of these castes to obtain better qualifications and make themselves eligible for various Government posts and services. In August 1943, therefore, the Government of India issued orders reserving in the Superior Services 8½ per cent of all vacancies to be filled by direct recruitment for these castes provided candidates possessing the minimum qualifications prescribed were available. These orders also provided that the maximum age prescribed for recruitment should be increased by three years in favour of scheduled caste candidates and examination or selection fees reduced to 1/4th of the normal fee. The regulations for recruitment to the superior state railway services in India have been modified accordingly.

In the subordinate railway services, 8½ per cent. of all vacancies are also to be reserved for Scheduled Castes on all State owned Railways. In order to effect this, separate percentages on different

railways have been fixed taking into consideration population ratio of Scheduled Castes in the area served by a railway. These percentages are as follows:—

B. & A. Railway	7	O. & T. Railway	13
B. B. & C. I. Railway	5	B. N. Railway	10
E. I. Railway	12	M. & S. M. Railway	10
G. I. P. Railway	10	S. I. Railway	11
N. W. Railway	3	Railway Board and Miscellaneous Offices	8½

The above orders are applicable to both permanent and temporary vacancies on the above Railways. Detailed instructions were issued in February, 1944.

78. North Western Railway Subordinate Service Commission.—The Subordinate Service Commission which was set up on the North Western Railway in July 1942 continued to function satisfactorily during the year under review. In spite of the abnormal conditions created by the war and severe competition in recruitment with the other departments, the Commission were able to hold 89 selections during the year in order to fill 3,702 vacancies in various grades of subordinate railway services. Of these, 62 selections were made on an examination-cum-interview basis, the examinations having been held at Lahore and conducted by the Commission. 11,110 applications were received in all for the posts advertised and 7,552 candidates were summoned for selection. 5,064 candidates attended written examinations, 4,537 were interviewed by the Commission and 3,609 candidates in all were recommended for appointment.

79. Anti-Corruption Organisation.—The drive against bribery and corruption on Railways was continued during the year under report with a considerable measure of success, considering the many opportunities which war time conditions afford for malpractices both on the part of the public and railway servants. Special Police aided by railway staff detected a number of cases which were investigated and sent up for trial and convictions were obtained. While the drive is against all delinquents, endeavours were made to detect more senior officials guilty of malpractices. Press publicity was given to convictions arising out of the work of the Special Police Establishment so as to keep the public and the general body of railway servants informed of the measures taken to eradicate corruption. Individual railways also gave wide publicity to the steps being taken against the giving and taking of bribes and renewed attempts were made to enlist the co-operation of Chambers of Commerce and all railway users. In order to expedite the final disposal of cases put up for trial the Government increased the number of Special Tribunals dealing with cases of corruption on railways and in other Departments.

80. Organised Labour—All India Railwaymen's Federation.—A special meeting (not mentioned in last year's report) was held between the Railway Board and the All India Railwaymen's Federation on the 26th March 1943 at which the questions of revision of dearness allowance and grain shop policy were discussed. Two meetings were held during the year under review, a special meeting on the 26th April 1943 and the 22nd half yearly meeting on the 3rd December 1943. The questions of revision of dearness allowance and grain shops policy were again discussed at the special meeting as also at the 22nd half yearly meeting together with the following subjects. (a) Extension of Provident Fund Benefits, (b) Scales of pay for draftsmen on the East Indian Railway, (c) Weekly rest days for permanent-way staff, (d) Application of the Hours of Employment Regulations to running staff, (e) Conversion of daily rated-staff to monthly rates, and (f) Reservation of a percentage of vacancies for the sons of Railway employees.

81. Grain Shops.—The year 1943-44 saw a prodigious development in the railway grain shop organization, which was commented on in para. 73 of last year's report. The necessity for stabilizing the cost of essential commodities and pegging dearness allowance prompted the Railway Board to fix the selling prices of commodities sold at railway grain shops at a level approximating to the prices ruling in August, 1942. Orders to this effect were issued in May, 1943. From thereon efforts were made to increase the range of commodities with the eventual establishment of 18 main commodity groups. These included such miscellaneous articles as standard cloth, soap, fuel and matches. In August 1943, following the decision of the Government of India to introduce civil rationing in urban areas, steps were taken to correlate the railway grain shop scheme with the civil rationing organizations, and detailed instructions in this behalf were issued in October, 1943. In December, 1943, it was decided to include milk for the young children of railway employees, and vegetables were also added to the commodity target.

At the close of the year under review, the number of grain shops on railways had risen to nearly 600 shops (435 static shops and 156 mobile vans); the number of ration card holders had risen to 805,000 with a monthly average of 695,582 for the year. Of commodities that can be expressed in maunds the shops sold 10,255,400 maunds during the year, with an average of 854,600 maunds per month or 1.23 maunds per ration card holder. In value, sales during the year totalled about 10 crores, rising from 33 lakhs in April 1943 to Rs. 1.8 crores in March, 1944, giving an average sale of about Rs. 81 lakhs per month or Rs. 11.73 per ration card holder per month. The cost of all the commodities sold during the year amounted to about Rs. 17.7 crores, while the cash realised by sales to employees at the concessional prices was 9.8 crores so that the loss incurred by affording relief in kind to staff was approximately 7.9 crores. The relief afforded to staff measured in terms of the difference between the railway selling prices and the local market prices during the year was over Rs. 8.8 crores with an average relief per ration card holder per month of Rs. 10.53, the lowest figure being Rs. 6.14 in March, 1944 and the highest Rs. 14.1 in August 1943. Great as this amount of relief is measured in cash it was enhanced by the supply of essential commodities which were often not available locally at any

price, owing to the conditions which prevailed in the country during the year under review. In addition, the man with a large family who was hardest pressed received most relief: employees were free from anxiety in regard to rising prices and the cash habit was inculcated by dealing at the shops. The cost of this organization was approximately 36 lakhs, and this includes freight charges at public rates—which came back into railway revenues. During the close of the year under review, the question of opening cost-price grocery shops so as to provide the more varied necessities of life for higher paid railwaymen was taken under consideration.

82. Dearness Allowance.—In paragraph 74 of last year's report the scales of dearness allowance as they stood at the close of the year 1942-43 were detailed. During the year under review these remained unaltered until March, 1944, when the continued rise in the cost of living necessitated a review of the relief being given to the staff in conjunction with the relief in kind being afforded through the Railway Grain Shops. The dearness allowance was therefore revised from the 1st March, 1944 as below:—

	Pay limit	Allowance Rs. A. P.
(A) Bombay, Calcutta, and Cawnpore and such of their suburbs as have previously been included therein.	The pay limit was raised from Rs. 200 to Rs. 250 p.m.	16 0 0 p.m.
(B) Areas other than those specified in A above in towns of not less than 250,000 inhabitants according to the census of 1941.	The pay limit was raised from Rs. 175 to Rs. 200 p.m.	14 0 0 p.m.
(C) Areas other than those specified in (A) and (B) above in towns of not less than 50,000 inhabitants according to the census of 1941.	The pay limit was raised from Rs. 125 to Rs. 175 p.m.	11 0 0 p.m.
(D) Areas not included in (A) to (C) above	The pay limit was raised from Rs. 90 to Rs. 150 p.m.	9 0 0 p.m. The rate was raised from Rs. 8' (in 1942-43) to Rs. 9 p.m.

In respect of persons enrolled in the Indian Railway Units (Defence of India) Indian Engineers, the dearness allowance was fixed at the scales ruling with effect from 15-7-42, but the revised pay limits sanctioned with effect from 1-3-44 applied. The dearness allowance to Defence of India personnel was therefore as below from 1-3-44.

	Pay limit.	Allowance. Rs. A. P.
(A) Areas as in (A) above	The pay limit was raised from Rs. 120 p.m. (in 1942-43) to Rs. 250 p.m.	10 8 0 p.m.
(B) Areas as in (B) above	The pay limit was raised from Rs. 120 p.m. (in 1942-43) to Rs. 200 p.m.	10 8 0 p.m.
(C) Areas as in (C) above	The pay limit was raised from Rs. 90 p.m. (in 1942-43) to Rs. 175 p.m.	8 12 0 p.m.
(D) Areas as in (D) above	The pay limit was raised from Rs. 60 p.m. in (1942-43) to Rs. 150 p.m.	7 0 0 p.m.

83. Defence of India Corps (Railways).—It was reported last year that the staff had been organised into Military Railway Units (Defence of India) in certain parts of the country with the object of maintaining their morale, under the threat, or in the event of enemy action. This scheme continued to remain in force in those parts of the country in which it was originally introduced except that the units were removed from the Corps of Indian Engineers and, along with similar organisations introduced for staff at major Ports and in the Posts and Telegraphs Department were formed into a separate Corps designated the Defence of India Corps, the Railway Branch of this Corps being indicated by the addition of the word '(Railways)'. In view of improvement in the military situation, further recruitment of staff to the Defence of India Corps (Railways) was stopped with effect from 1-5-1943, though recruitment of freshly appointed staff continued to be permitted against wastage. The Bengal & Assam Railway, however, owing to the great demand for additional staff for construction and operational purposes, were allowed additional Units to enable them to enrol the extra staff coming to them from other Railways, etc.

84. Railway Staff and the War.—In para. 76 of last year's report certain concessions which were sanctioned in favour of staff for the removal of their families from threatened areas and in relief of war injuries etc., were mentioned. During the year under review, the more important concessions, such as family allotments and the war injuries scheme continued to remain in force. The War Injuries (Compensation Insurance) Act, 1943, which provides for the grant of relief for war injuries to workmen on a scale more or less equal to compensation under the Workmen's Compensation Act, was passed and the Act imposes a statutory liability on employers, including contractors engaging labour for more than one month, to join a compulsory scheme of insurance which provides for the grant of relief to workmen for war injuries on a higher scale as stated above. The War Injuries (Compensation Insurance) Act applies also to Railways except that Federal Railways were exempted from having to join the scheme of Insurance provided under the Act.

Special mention may also be made of the staff serving in certain areas in North-East India where vulnerability to enemy air attacks continued during 1942-43. The special allowance given to non-gazetted staff serving in these areas was continued during the year under review. The morale of the staff continued to remain high in spite of some casualties, particularly during enemy air raids on Chittagong.

Munitions production undertaken in Railway Workshops continued during the period under review and the number of railway staff solely engaged on this work on 31st March 1944 was nearly 18,000. While last year owing to the increase in traffic on Railways, it was found necessary to call a halt to the loan of technical personnel, especially in the case of railway officers, it was during the year under review, necessary to ask for the return of technical personnel previously lent to the Defence and other Civil Departments. The staff recalled are gradually rejoining their parent railways as they are released. The scheme of training staff for Railway Military Units continued to function and over 34,000 men had completed their training by the end of March, 1944. The scheme for training skilled artisans on behalf of the Labour Department also continued on Railways and the total number under training in February, 1944 was 3,756.

CHAPTER VIII

AMENITIES FOR PASSENGERS.

85. In spite of the pre-occupation of Railways in their intensive war effort the policy of providing additional amenities for passengers continued to engage their attention during the year under review. Improvements made included the provision of additional waiting rooms, waiting halls and vendors' stalls at several stations. Some of the more important improvements are detailed in the following paragraphs.

86. Introduction of new types of third class carriages.—The acute shortage of material has continued to necessitate a restriction on building programmes and only 39 new third class bogie carriages conforming to the Board's approved standard were built and placed in service during the year.

87. Measures taken to ensure security of women passengers.—The safety of women passengers continued, as in the past, to receive the close attention of Railways. Progress continued in the execution of the steps for safety of women passengers outlined in last year's Report, such as, the provision of standard type throw-over catches on doors of the intermediate and third class Ladies' compartments as stock passed through shops; fitting with standard type catches of frames in the windows and doors of intermediate and third class Ladies' compartments; and location of third class Ladies' compartments as near as possible to the Guard's van. The South Indian Railway have now all their coaches having third class compartments reserved for women, both on the metre and broad gauges, provided with iron bars to the windows and internal safety catches to the doors; the Madras and Southern Mahratta Railway continued to fit intermediate and third class Ladies' compartments with safety locking devices and with bars on windows as stock passed through shops; and the Oudh and Tirhut Railway completed their programme of providing safety catches on doors and windows.

88. Booking offices and out agencies.—On the Bombay, Baroda and Central India Railway additional booking windows were opened at several stations on the Bombay Local and Suburban sections and a separate season ticket office was opened at Dadar. A combined enquiry and booking office known as Secunderabad Town Booking Office was opened on H. E. H. the Nizam's State Railway.

89. Waiting rooms and waiting halls.—About eighteen new waiting rooms at different stations were provided during the year including an upper class waiting room at Harihar (Mysore State), two intermediate class waiting rooms at Sukkur (N.W.R.), and an upper class waiting room at Sheoraphuli station (E. I. R.) was converted for the combined use of first, second and intermediate class passengers. Two of these new waiting rooms were for use of 'women' only. Besides, enclosures for the use of women were also provided at three more stations on the North Western Railway. The policy of making the station precincts more comfortable and hygienic for passengers was pursued and amenities provided on this account include provision of additional benches, improvements in water supply arrangements, installation of additional taps, provision of new bathing places and sanitary fittings in the existing bath rooms, construction of more high level platforms, covered way to foot-bridges and umbrella-sheds on passenger platforms at several stations on different railways.

The cleanliness of carriages and latrines in passenger trains continued to receive careful attention. These were attended to at starting points and at suitable stops *en route* in the early morning and at terminals. Additional staff including a number of sanitary inspectors, wherever necessary, were appointed.

90. Vendors' stalls in waiting halls and on platforms.—More than two dozen new stalls were opened at different stations. Moreover strict watch continued to be maintained on foodstuffs offered for sale at stalls through frequent inspections by Traffic officials and Railway medical authorities to ensure that the same were of good standard and properly safeguarded against contamination. Due to the general rise in prices of foodstuffs, however, the tariff rates for meals, refreshments, beverages, etc., had to be increased during the course of the year in order to maintain the pre-war standard of quality and service.

Additional *free canteens for troops* at several new stations were also opened by public-spirited bodies or individuals with the co-operation of Railways.

91. Steps taken to make available maximum passenger accommodation in running trains.—In spite of the reduced passenger train services, there has been a phenomenal upsurge in passenger travel during the year under review. Measures adopted with a view to minimise the consequent discomforts to the travelling public were generally the same as detailed in last year's report.

This subject also engaged the attention of the Central Advisory Council for Railways and some of the suggestions made by members, such as more separate trains for military personnel, appointment of flying squads of high paid staff for stricter checking of tickets and provision for road motor transport, have been receiving attention of Railways and in some directions, action has already been taken. Regular military specials primarily for personnel proceeding on leave are being run on several routes. The principal railways have appointed flying squads of high-paid staff to combat ticketless travel, and are taking steps to help, where necessary, the development of road transport to relieve congested sections of railways so as to cope with the transport needs of the country.

APPENDIX A

Convention Resolution of 1943

(Passed by the Legislative Assembly on 2nd March 1943)

"That whereas it has been found that the Convention, which was adopted under the Assembly Resolution, dated 20th September, 1924, and which was intended to relieve the General Budget from violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry on a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State, has not achieved these objects, this Assembly recommends to the Governor General in Council, that :

(i) for the year 1942-43, a sum of Rs. 2,35,32 thousand shall be paid to general revenues over and above the current and arrear contribution due under the Convention,

(ii) from the 1st April, 1943, so much of the Convention as provides for the contribution and allocation of surpluses to general revenues shall cease to be in force,

(iii) for the year 1943-44, the surplus on commercial lines shall be utilised to repay any outstanding loan from the depreciation fund and thereafter be divided 25 per cent. to the railway reserve and 75 per cent. to general revenues, the loss, if any, on strategic lines being recovered from General Revenues, and

(iv) for subsequent years and until a new convention is adopted by the Assembly, the allocation of the surplus on commercial lines between the railway reserve and general revenues shall be decided each year on consideration of the needs of the railways and general revenues, the loss, if any, on strategic lines being recovered from general revenues."

APPENDIX B

Officers of the Railway Department (Railway Board) and attached Offices on 31st March 1944.

The Hon'ble Sir Edward Benthall, Member of Council of the Governor General.

Railway Board.

Sir Leonard Wilson	Chief Commissioner of Railways.
Mr. Zahid Hussain, C.I.E.	Financial Commissioner of Railways.
Sir Hugh Raper	Member.
Col. H. W. Wagstaff, M. C.	Member.
Mr. Lakshmipati Misra	Member.
„ D. Colin Campbell	Director, Accounts.
„ S. E. L. West, C.I.E., O.B.E., V.D.	Director, Traffic.
„ I. S. Puri	Director, Finance.
Khan Bahadur M. D. Sheikh	Director, Establishment.
Mr. L. N. Flatt, C.I.E.	Director, Mechanical Engineering.
„ W. S. Benton	Director, Civil Engineering.
„ J. D. Michael, O.B.E.	Secretary.
Rao Bahadur R. V. Ramchaudani	Deputy Director, Accounts.
Mr. A. K. Basu	Deputy Director, Traffic (Commercial).
Rao Bahadur V. Nilakantan	Deputy Director, Establishment.
Mr. A. R. Soofi	Deputy Director, Finance.
„ N. C. Watney	Deputy Director, Mechanical I, offg.
„ Thomas Kidd	Deputy Director, Stores I, Temporary.
„ H. F. Simpson	Deputy Director, Traffic (Transportation), Temporary.
„ B. Arora	Deputy Director, Traffic (Statistics), Temporary.
„ A. Johnson	Deputy Director, Mechanical II, Temporary.
„ Q. F. Rahman	Deputy Director, Civil Engineering I, Temporary.
„ C. Anwar Ali	Deputy Director, Stores II, Temporary.
„ C. N. Burns, M.B.E.	Deputy Director, Mechanical Engineering, Temporary.
Khan Bahadur Z. H. Khan	Deputy Director, Traffic (General), Temporary.
Mr. F. C. Badhwar, M.B.E.	Deputy Secretary, Temporary.
„ N. S. Bennett	Deputy Director, Mechanical III, Temporary.
„ K. L. Ghei	Deputy Director, Finance II, Temporary.
„ H. W. C. C. Smith	Assistant Secretary.
„ J. S. Sequeira	Asstt. Director, Traffic, Temporary.
Rai Bahadur P. C. Bahl	Officer on Special Duty (A.R.P.), Temporary.
Major A. Lamb	Officer on Special Duty (Wireless), Temporary.
Mr. K. C. Bakhle	Officer on Special Duty (Reconstruction), Temporary.
„ J. H. Bavin	Officer on Special Duty (Food), Temporary.
Khan Sahib Abdur Rahman	Officer on Special Duty (R.C.C.), Temporary.
Mr. Makhan Singh	Officer on Special Duty (Rolling Stock Enquiry), Temporary.

Attached Offices

(Central Standards Office.)

Mr. E. Ingoldby, C.I.E.	Chief Controller of Standardisation.
„ H. Wood Robinson	Deputy Chief Controller of Standardisation (Civil).
„ W. A. Nightingale	Deputy Chief Controller of Standardisation (Mechanical).
„ P. R. Agarwal	Assistant Chief Controller of Standardisation (Specifications and Records.).
„ K. P. Chatterjee	Assistant Chief Controller of Standardisation (Civil).
„ D. W. Runciman	Assistant Chief Controller of Standardisation, Offg.
„ H. Rideau	Assistant Chief Controller of Standardisation (Mechanical), offg.

